

# **CITY OF MOUNTAIN VIEW**

## **ENVIRONMENTAL PLANNING COMMISSION STAFF REPORT November 17, 2004**

### **6. NEW BUSINESS**

- 6.1 Consideration of Development Alternatives To Be Reviewed in the Mayfield Environmental Impact Report

### **RECOMMENDATION**

That the Environmental Planning Commission recommend to the City Council:

1. Which two alternatives, in addition to the Developer's Proposed Project and retaining the existing land use designation (General Plan and Mayfield Mall Precise Plan), should be studied in the Mayfield Draft Environmental Impact Report (EIR);
2. Preferences, if any, on street alignments and park locations and sizes for the two alternatives, and
3. Whether the process for reviewing the Toll Brothers' applications for General Plan and Mayfield Mall Precise Plan amendments, a Planned Community Permit and Environmental Impact Report should be changed, including:
  - Whether the EIR should study all alternatives equally or should focus on the Developer's Proposed Project;
  - Making the review process a "sequential" process rather than a "concurrent" process, and
  - Whether a fiscal impact study should be prepared for the alternatives.

### **PUBLIC NOTIFICATION**

Notices of this meeting were mailed (by U.S. Mail and electronically) to the approximately 350 people on the Mayfield Mall Precise Plan mailing list. In addition, the Commission's agenda is advertised on Channel 26 and the agenda and staff report are posted on the City's Internet web ([www.ci.mtnview.ca.us](http://www.ci.mtnview.ca.us)) site under Cityseek and the special Mayfield/HP link.

### **ENVIRONMENTAL STATUS**

An Environmental Impact Report on the alternative development scenarios will be prepared pursuant to the California Environmental Quality Act. See further discussion on page 4.

## MEETING PURPOSES AND PROCEDURES

This report will be the only report prepared for the Environmental Planning Commission's two meetings on consideration of alternatives—November 17 and December 1, 2004.

The purpose of the November 17 meeting is:

- (1) To present alternatives and other information,
- (2) For staff, the property owner and the developer to respond to questions from the Commission and the public, and
- (3) To hear comments from the public.

The meeting will be at Monta Loma School to maximize opportunities for public participation and to ensure that the alternatives are well understood before deliberations begin. As requested by Commissioners, there will be a professional facilitator. This meeting will also be tape recorded. An agenda for the meeting is attached (Attachment 1).

The purpose of the December 1 meeting is for the Commission to take more public testimony and then to deliberate and make recommendations on which alternatives should be studied in the Draft EIR. This meeting will be in the City Council Chambers, 500 Castro Street, and will be broadcast on Cable TV Channel 26.

## BACKGROUND

On April 19, 2004, Toll Brothers, Inc. submitted an application to revise the General Plan and the Mayfield Mall Precise Plan to allow redevelopment of the Hewlett Packard office center at Central Expressway and San Antonio road to mixed residential and retail uses. On May 11, the City Council gave "gatekeeper" approval to processing the application, and on June 9, the Council approved a work program for the process.

The site is 27 acres of which about 5 acres is in Palo Alto.<sup>1</sup> All of the buildings, totaling about 520,000 square feet, are in Mountain View and some of the parking (including part of a raised parking deck) is in Palo Alto. The site is across Central Expressway from the San Antonio Caltrain Station. (See maps, Attachments 2 and 3.)

Hewlett Packard occupied the site for 20 years starting in 1983. Before that, the buildings housed an indoor shopping mall which is the origin of the "Mayfield Mall" Precise Plan label. In 2001, HP announced that it would be vacating and selling the site, and by early 2003, the buildings were empty. After HP could not find an office buyer, the company turned to the

---

<sup>1</sup> Acreage figures are subject to further refinement when more detailed engineering surveys are made. For example, the 5 acres in Palo Alto may include the public right-of-way in Nita Avenue.

residential developers who had submitted purchase proposals. HP selected Toll Brothers, Inc. as the buyer.

### **General Plan and Zoning**

The current General Plan land use designations of the site are Industrial Park and Offices. The Mayfield Mall Precise Plan, which is the zoning,<sup>2</sup> allows offices, research and development and light industrial uses "as generally allowed in the ML (Limited Industrial) zone district." The Precise Plan would allow an increase in floor area from 520,000 square feet to 650,000 square feet (from 0.43:1 FAR to 0.60:1 FAR<sup>3</sup>).

The zoning for the land in Palo Alto is a combination of light industrial (LM) and multiple-family residential (RM-30), both of which allow housing at up to 30 units per acre.

### **Review Process**

The review process is contained in a work program which was reviewed by the Planning Commission on May 19, 2004. The Commission reviewed two alternative work programs and recommended the 18-19 month process which allows for "concurrent" review of (1) the General Plan/Precise Plan amendments, and (2) the Planned Community Permit (PCP) for the development project. This process would end in approximately January, 2006. The other alternative was a 21-month process under which the General Plan/Precise Plan amendments would be reviewed first and the PCP would be reviewed after that (a "sequential" process). This process would end in approximately March, 2006. The Council approved the concurrent process. (See further discussion of the review process on page 18.)

Much of the approved review process is standard for these kinds of projects. However, the start-up phase for Mayfield is unique in that it provided for public meetings to highlight issues before any analysis of the proposed project. It also allowed for community input on which alternative development scenarios should be studied in the EIR. Attached is a flow chart showing the normal concurrent City process (left side) with the special Mayfield steps added in on the right (Attachment 4).

Two community meetings have been held at Monta Loma School. At both meetings, participants broke into small groups for discussions lead by the City's volunteer mediators/facilitators. Between 150 and 300 people attended the meetings and staff received valuable feedback. The feedback from these meetings is summarized on page 6. More complete meeting summaries are bound separately (see Attachment 22).

---

<sup>2</sup> Unlike traditional zoning, a Precise Plan is tailored to the site and incorporates specific development standards and design guidelines which reflect relationships to surrounding uses and other unique characteristics of the location.

<sup>3</sup> Floor Area Ratio (the ratio of the square footage of the building to the square footage of the site).

The rest of the Mountain View review process and suggestions for changing it is discussed on page 18.

As noted earlier, the Palo Alto portion of the site is zoned for residential development and therefore a zone change is not needed. Palo Alto will require design and environmental review and the project can be approved by Palo Alto's Architectural Review Board.

### **Environmental Impact Report**

The City of Mountain View will be the "lead agency" for preparing the Environmental Impact Report. The City of Palo Alto will be a "responsible agency" and is expected to use the Draft EIR for evaluation of the portion of the site that is in its jurisdiction (about 5 acres).

The Draft EIR will study the Developer's Proposed Project, two alternatives to the Developer's Proposed Project, and the No Project Alternative (development under existing zoning). Usually, EIRs review the developer's proposal in depth, and alternatives to the proposal are studied more conceptually. Additional environmental review could be required if the Council wanted to approve an alternative. With this EIR, the approach is to study all alternatives equally since all of them have the potential for adoption.

The City will select an EIR consultant who will begin preparing the Draft EIR once the City Council has approved the alternatives. The Draft EIR must follow a specific format mandated by the California Environmental Quality Act (CEQA) Guidelines. It will describe the overall setting, the impacts from development under the alternatives and the mitigation measures needed to reduce those impacts to levels of insignificance. The EIR will identify any impacts that cannot be mitigated.

When the Draft is completed, it will be circulated for public review for 45 days. The EPC will hold one or more public hearings during that time. Any comments submitted at meetings or in writing will receive comments in the Final EIR.

If the City Council finds that the Final EIR is complete in that it provides the information the Council needs to make a decision, the Council will certify it. Only after the EIR is certified can the Council make a decision on the appropriate General Plan and zoning changes and development project.

The public can help shape the EIR by highlighting issues of particular concern. A list of the issues raised so far is included in Attachment 5. These comments in addition to ones that will be collected in the future will help define the scope of the EIR. Special community "scoping" meetings will be held with the EIR consultant before the EIR process begins.

## POLICY CONSIDERATIONS FOR SELECTING EIR ALTERNATIVES

The Commission will be recommending two alternatives to study in the EIR, in addition to the Developer's Proposed Project and retaining the existing zoning. In considering which two to recommend, the following overall land use goals, as well as the input received from the neighborhood, are relevant.

### General Plan

Certain General Plan Goals, Policies and Actions are particularly relevant when evaluating a land use change at the Mayfield/HP site. They include those related to:

- Compatibility of land uses (Community Development [CD] Goal C and Policy 7)
- City's economic base (CD Goal L)
- Fiscal considerations (CD Goal M, Policy 37, Action 38.a and Action 39.c)
- Jobs/housing balance (CD Goal P, Policy 42 and Policy 43)
- Coordination of land use and transportation (Policy Q, Policy 44 and Action 44.a)
- Adequacy of housing supply (Residential Neighborhoods [RN] Goal A, Policy 1, Action 1.a and Action 1.d)
- Mix of housing types (RN Policy 2, Action 2.b)
- Mixed use and higher density residential near transit (RN Policy 3, Action 3.a)
- Neighborhood preservation (RN Goal F, Policy 27)

The following Residential Neighborhoods Action speaks directly to what should be considered with any proposed change to residential zoning:

*Action 2.b:* Determine appropriate densities for privately initiated zone changes based on the need for housing, surrounding uses, available infrastructure and environmental constraints with the goal of increasing overall density of new construction.

The relevant Goals, Policies and Actions are listed in Attachment 6.

### Housing Element

The 2002 Housing Element, which is a section of the General Plan, is also relevant in considering a land use change for the Mayfield/HP site.<sup>4</sup> State guidelines recommend that the Housing Element identify sufficient property zoned for residential development to enable the City to meet its "fair share" of the regional housing need.

In 2001, the City Council considered including the five acres of the Mayfield/HP site that is east of Mayfield Avenue as a potential housing site. However, when HP announced in December

---

<sup>4</sup> The Housing Element is a portion of the Residential Neighborhoods Chapter of the General Plan. It is also a separately-published document. The Goals, Policies and Actions are exactly the same in the two documents.

2001 that it would be vacating the entire 27 acres, the Council decided to remove the five-acre site from the Housing Element list until HP had clarified its intent for future use of the larger property. In lieu of listing Mayfield Mall as a potential housing site, the Council adopted the following:

*Action 1.d:* Revise the Mayfield Mall Precise Plan to allow for housing and other uses if redevelopment is initiated by the property owner.

### **Feedback from the Community**

Besides the General Plan goals and policies, the City Council has identified neighborhood involvement and input as an important part of the planning process. As noted above, there have been two community meetings to make sure that the City understands community issues. The first community meeting on July 14 was to hear from the community on broad concepts related to the street system, parks and open space, variety of housing units and other potential land uses. The second meeting on September 20 was to get feedback on specific ways of addressing concerns raised in the first meeting. A questionnaire distributed at the September 20 meeting resulted in the following major themes (see also the separately bound Attachment 22, summarizing comments from meetings):

#### Unit Types and Densities

Most respondents (98 percent) favor one- or two-story single-family houses immediately adjacent to the existing neighborhood. A majority of respondents (about 60 percent) find single-family houses over the entire site to be most appropriate. A slightly smaller percentage (55 percent) would find two- to three-story town houses acceptable on the parts of the site furthest from the neighborhood (near San Antonio Road and Central Expressway) and about 20 percent would find three- to five-story condominiums acceptable in that area. (Respondents could check more than one response so the total exceeds 100 percent.)

#### Street System

About three-fourths of respondents want to keep the access roads to the neighborhood (Whitney and Nita) open and also want to incorporate traffic calming devices. They also want the existing curve of the San Antonio-Nita Avenue intersection to be maintained.

#### Public Parks

About two-thirds of respondents prefer smaller or medium public parks (one to two acres) rather than one large one. About 40 percent prefer informal playgrounds and community activities in the parks (landscaping, trees, water features, picnic facilities) rather than dedicated sports fields.

## Buffer

A majority said that roads and parks should not be the buffer between the existing single-family houses and the new development.

## Other Comments from Small Groups

- The site should not be rezoned at all
- Parks should be located on major access roads within walking distance of existing neighborhoods.
- Architecture should fit in with the Eichler and Mackay designs in the adjacent neighborhood.
- Bike and pedestrian access across the site to Central Expressway and the Caltrain station and to Palo Alto should be retained and enhanced. Over- and under-crossings suggested.
- Very limited retail or other non-residential uses are desired.
- The entire site should be a park
- Fiscal impacts are a concern
- Impacts on property values are a concern
- There should be some affordable housing

## Issues that Should Be Studied in EIR

- Tree protection
- School impacts
- Traffic—generally and neighborhood cut-through traffic
- Affordability of the housing
- Parking

(See also Attachment 5 for EIR issues.)

## **DESCRIPTION AND ANALYSIS OF LAND USE ALTERNATIVES**

The Draft EIR will evaluate the Developer's Proposed Project, at least two alternatives to the Developer's Proposed Project, and retaining the existing Precise Plan (office and industrial uses). The alternatives are for the Mountain View portion of the site only since the City of Mountain View does not have jurisdiction over the Palo Alto area.

### **Toll Brothers Proposal**

Toll Brothers is proposing 631 housing units with 101 in Palo Alto and 530 in Mountain View. The average density over the entire site is about 23 units per acre, which is somewhat higher than the Crossings (21.5 units per acre). The density of the Mountain View portion is 24 units per acre. All are for sale. The mix of unit types is shown in the table below. A site plan and description is attached (Attachments 7 and 8.)

## Toll Brothers Proposal

Housing Unit Types	Mountain View	Palo Alto
Small-lot single-family	42	2
One-story condominiums (stacked flats)	350	69
Two-story townhouses over one-story condos	138	30
Total	530	101
Total—Both Cities	631	
Maximum park dedication requirement	3.2 acres	n.a.

The small-lot single-family units would be adjacent to the existing single-family houses on the perimeter of the site. They would be two stories except for a one-story portion which would be about 20 feet from the rear property line. The houses would be arranged in clusters of four units around a courtyard which also serves as the driveway area. (There are similar clusters at Whisman Station.) The flats and townhouses would be condominiums in three- and four-story buildings with courtyards and landscaping throughout. Parking for condominium residents would be in garages under the buildings. Visitor parking would be provided to comply with City requirements.

There would be two public parks (shown as 2.1 and 1.1 acres), one with frontage on the extension of Whitney Drive and the other next to Mayfield Avenue. They would have areas for active and passive recreation and could include a tot lot and picnic areas. Under the park dedication ordinance, Toll would be required to dedicate a maximum of 3.2 acres of land for public parks. (See further discussion of parks on page 16.) Toll is also proposing a private community facility and swimming pool in addition to the two public parks.

The street system maintains the present alignment of Mayfield Avenue (which is a public street) and proposes to connect Whitney Drive with Nita Avenue across the site east to west. The plan shows that the intersection of Nita and San Antonio would be moved about 50 feet to the south. This is to create a development site on the north side of Nita. Although the relocated intersection would be opposite MacKay Drive in Palo Alto, the existing median on San Antonio Road with its large trees would be retained to prevent traffic from crossing San Antonio to enter MacKay Drive. The existing underpass under San Antonio Road would remain. Toll is proposing traffic-calming elements such as curb bow-outs and roundabouts at intersections



within the new development and at entry points to the Monta Loma neighborhood (Whitney Drive and Nita Avenue).

### ***Policy Considerations***

The Developer's Proposed Project will automatically be evaluated in the EIR. As with any development project, it is expected to be refined and altered during the design review process. For example, the impacts on trees will be evaluated.

This alternative responds to the neighborhood's desires for single-family houses adjacent to the neighborhood by placing small-lot single-family houses in this location. However, the lots would be smaller and the density would be higher than the adjacent houses. The proposed design has a one-story portion closest to the existing single-family houses. The design also responds to the neighborhood's desires for smaller or medium-size parks located within walking distance of the Monta Loma neighborhood. The overall density and number of units does not reflect the neighborhood majority's preference for low density and preferably single-family over the entire site.

The number of housing units and higher density are responsive to several of the City's major land use goals, including placing higher density housing near transit and near major roadways for access. The proposal takes advantage of the large site by providing a mix of densities and housing units. The multi-story condominiums can be designed to create noise buffers next to major roadways. The number of housing units also creates greater opportunities for people who make up Mountain View's large employment base to live near their jobs.

### **Alternative Development Scenarios**

The three housing alternatives were developed by staff, independent of the developer, and drawn up by the City's urban design consultants. They are conceptual at this stage but will be refined based on the Commission's recommendations and City Council's decisions. They include a range of densities and combinations of housing types. All of the alternatives would have public parks with the acreage linked to the number of housing units. Alternative park locations and alternative street alignments, which are discussed in the next section, could be used with any of the housing alternatives.

The Commission should discuss and make recommendations on which two of the three alternatives presented below should be studied in the EIR. As noted earlier, the zoning in Palo Alto is not proposed to change. Therefore, all alternatives assume that there would be three-story condominium buildings with 100 units on the Palo Alto portion of the site (about 20 units per acre).

### *Alternative 1—Single-Family Focus*

This alternative can be either all single-family or a combination of single-family and attached rowhouses. It is called "Single-Family Focus" because each housing unit sits on its own lot and is separately owned. The overall density is 9 to 11 units per acre, and the density of the Mountain View portion is 6 to 9 units per acre. These densities are lower than most of the City's small-lot single-family developments (about 10 units per acre). See Attachment 9 for a conceptual site plan.

Alternative 1  
Single Family Focus

Housing Type	1A (All single-family)	1B (Some Rowhouses)
Single-family (same as Monta Loma)	45	45
Small-lot single-family	95	40
Rowhouses		105
Total—Mountain View	140	190
Palo Alto condominiums	100	100
Total—both cities	240	290
Maximum park dedication requirement—Mtn. View	1 acre	1.3 acre

There would be standard single-family lots on the edges adjacent to the existing single-family houses. These single-family lots would be similar to the adjacent Monta Loma lots (which are about 5,000 square feet) and would have standard R1 height limits (two-story maximum), setbacks (rear is a minimum of 15 feet for the first story and 20 feet for the second story), Floor Area Ratios (0.45:1) and maximum square footage (2,250 square feet) for 5,000 square-foot lots.

In the middle of the site, there would be more single-family lots (like the ones adjacent to the neighborhood) as well as small-lot single-family lots. The remainder of the site would be taken up by small-lot single-family lots (under Alternative 1A), or a mix of small-lot single-family and rowhouses (Alternative 1B) with the rowhouses next to Central Expressway. The rowhouses are a unit type that can help buffer traffic noise. The small lots would typically average around 3,000 to 4,000 square feet and houses would typically be two stories. They would generally follow the City's standards for small-lot single-family development, including an approximate density of 10 units per acre. Rowhouses would be attached and would likely be two stories over a partially depressed garage (2 and ½ stories). The density would be up to about 25 units per acre. Each is individually owned.

See Attachment 12 for illustrations and development standards for the different housing types.

### ***Policy Considerations for Alternative 1***

Alternative 1, Single-Family Residential Focus, responds directly to neighborhood residents, a majority of whom would prefer that the entire site be single-family houses, similar to their own. Between 25 and 33 percent of the housing units would be on lots just like those in the Monta Loma neighborhood. The permitted height for the adjacent houses in Monta Loma is two stories. Residents have expressed a preference for the new houses to be one-story. This is an issue for the Commission to consider. Others houses (small-lot single-family) would be on smaller lots. Alternative 1 would present some challenges to ensure a smooth transition to the higher density multiple-family development proposed for Palo Alto.

Alternative 1 responds to the Monta Loma neighborhood's preferences for preserving their neighborhood's low density character. However, this alternative would not take advantage of proximity to transit and major roadways for higher density housing or provide a mix of housing on a large site.

## *Alternative 2—Single-Family Transitioning to Multi-Family*

Of the three alternatives, this one offers the greatest mix of housing unit types. Compared to the Developer's Proposed Project, more of the site is devoted to townhouses and rowhouses rather than three- and four-story condominium buildings. The overall density of the site is 17 to 19 units per acre, and the Mountain View portion is 17 to 19 units per acre. This is lower than the average density of the Crossings (which is about 21.5 units per acre) and higher than the average density of Whisman Station (which is about 14.5 units per acre). See Attachment 10 for a conceptual site plan.

Alternative 2  
Single-Family Transitioning to Multi-Family

Housing Type	2A (4-storycondos on Central)	2B (5-story condos on Central)	2 Retail (5-story condos on Central)
Single-family (same as Monta Loma)	30	30	30
Small-lot single-family	15	15	15
Townhouses	20	20	20
Rowhouses	60	60	50
Condominiums	240	300	300
Total—Mountain View	365	425	415
Retail floor area			6,500 s.f.
Palo Alto Condominiums	100	100	100
Total—both cities	465	525	515
Maximum park dedication require- ment—Mtn. View	2.3 acres	2.6 acres	2.5 acres

As with Alternative 1, the edges of the site would be standard single-family like the adjacent Monta Loma houses (similar lot sizes, setbacks and height limits). The middle sections would transition from small-lot single-family across from the proposed single-family to a combination of small-lot single-family houses, townhouses and rowhouses. The sections closest to San Antonio Road would be either four-story condominium buildings (Alternative 2A) or five-story condominiums (Alternative 2B). This site layout is sometimes referred to as a "feathering" of density with the lowest densities closest to the existing neighborhood and gradually increasing densities as one moves toward the major roadways.

Rowhouses would be like those described under Alternative 1. Townhouses are generally a somewhat lower density (about 12-14 units per acre) and lower height (two stories). The condominium buildings would have parking garages beneath them.

Under one alternative (2 Retail), there could be about 6,500 square feet of retail service space. The retail could also be combined with Alternatives 1 and 3.

### ***Policy Considerations for Alternative 2***

This alternative also responds to the neighborhood's desires for standard single-family houses adjacent to the existing single-family houses. As with the Developer's Proposed Project, densities increase with distance from the neighborhood, but the transition is more gradual. Some residents felt that a multiple-family development at a somewhat lower density than Toll's Proposed Project would be acceptable. This alternative has about 105 to 165 fewer units than Toll's proposal.

The number of housing units and higher density are responsive to several of the City's major land use goals, including placing higher density housing near transit and near major roadways for access. Alternative 2 also takes advantage of the large site by providing the greatest mix of densities and housing units including rowhouses and multi-story condominiums that can be designed to create noise buffers next to major roadways. The number of housing units also creates more opportunities for people who make up Mountain View's large employment base to live near their jobs.

### ***Alternative 3—Multi-Family Focus***

This alternative has the highest number of units. They would be a mix of either single-family houses (3A) or rowhouses (3B) along the edges closest to the existing single-family houses and various combinations of rowhouses and multi-story condominium buildings elsewhere on the site. The overall density of the site is 25 to 30 units per acre, and the density of the Mountain View portion is 26 to 32 units per acre. See Attachment 11 for a conceptual site plan.

#### **Alternative 3 Multi-Family Focus**

Unit Type	3A (SF on edge; 4-story condos on Central)	3B (Rowhouses on edge; 4- story condos on Central)
Single-family (same as Monta Loma)	30	0
Rowhouses	0	60
Condominiums	540	650
Total—Mountain View	570	710
Palo Alto condominiums	100	100
Total—both cities	670	810
Maximum park dedication requirement—Mtn. View	3.5 acres	4.3 acres

As the site plan shows, a variety of combinations of unit types are possible under this alternative. At the lowest end of the range, there would be single-family houses next to the existing single-family neighborhood and three- and four-story condominium buildings elsewhere on the site with four-story buildings closer to Central Expressway. At the highest end of the range, there would be rowhouses next to the existing single-family houses and a combination of three-, four- and five-story condominium buildings elsewhere on the site, with the five-story buildings closest to Central Expressway.

### ***Policy Considerations for Alternative 3***

As with Alternative 2, there could be single-family houses along the edge of the site next to existing single-family (Alternative 3A) or there could be rowhouses along the edge (Alternative 3B). This would respond to residents' concerns about transition to the existing neighborhood. The housing densities and unit types could be arranged so that taller buildings with higher densities are located near San Antonio Road, preserving more of the interior of the site for lower densities and a smoother transition to the neighborhood. However, this alternative does not meet the neighborhood's preference for lower density development.

This alternative would do the most to create housing near transit and meet other of the City's major land use goals summarized under Alternative 2. At 26 to 32 units per acre, it would be somewhat lower than the densities of several of the new condominium projects on Bryant Street in the Downtown (about 35 units per acre). It would not be as high as Park Place (between High School Way and Church Street near Castro) which is about 50 units per acre.

### **No Project Alternative (Existing Zoning)**

The last alternative is to keep the zoning the way it is. This alternative, called the "No Project" alternative, is automatically studied in the EIR. The current zoning is the Mayfield Mall Precise Plan which allows offices, research and development and light industrial uses "as generally allowed in the ML (Limited Industrial) zone district." It also allows other industrial uses excluding heavy manufacturing or operations which require the use of toxic or explosive materials. Commercial uses that support office tenants or the surrounding neighborhood are also allowed. There are 520,000 square feet in the three existing buildings. Two of the buildings are connected and are 30 and 58 feet tall. The third building on the opposite of Mayfield Avenue is 15 feet high.

Another 120,000 square feet is allowed (subject to special guidelines). A Planned Community Permit and environmental and design review would be required for approval of the additional floor area. The Mayfield Mall Precise Plan does not specify development standards such as height and setbacks from property lines. It does call for generous landscaping.

The EIR will evaluate both re-occupying the existing buildings and adding more floor area since it is allowed under the zoning.

### ***Policy Considerations for the No Project Alternative***

This alternative may have the most positive fiscal benefit for the City because it could generate both property taxes and sales taxes, with the latter depending on the type of business conducted in the building. Like residential development, it would support transit since studies have shown higher transit use by office (and residential) uses than other uses such as retail.<sup>5</sup> Some residents have expressed a preference for the office use.

### **Preliminary Traffic Findings**

To compare the alternatives discussed in this report, a preliminary traffic assessment of trip generation and distribution was prepared by Fehr and Peers, a traffic consultant (see Attachment

---

<sup>5</sup> The percentage of commute trips made by office workers within walking distance of transit was found to be 18.8 percent, which is 3.5 times as high as office workers elsewhere. The percentage of commute trips made by residents within walking distance of transit was found to be 26.5 percent, which is 5 times as likely as the average resident in the city. This is according to a January, 2004 report, "Travel Characteristics of Transit-Oriented Development in California," by Robert Cervero, Ph.D., University of California at Berkeley, and Richard W. Wilson, Ph.D. and Hollie Lund, PhD, California State Polytechnic University, Pomona.

13).<sup>6</sup> The study focused on five nearby intersections, including entrances to the site, to assess potential impacts at peak-hours (morning and evening). The findings are very general at this stage. Of the six alternatives studied, the Single-Family Focus alternative would generate the least traffic (147 AM peak hour trips and 183 PM peak hour trips), and the other residential alternatives would generate between 200 and 320 trips at these times of day. The office alternative (no change in zoning), would generate the most traffic (814 AM peak-hour and 782 PM peak hour trips). The three major intersections assessed in this study (San Antonio/Middlefield, Central/Rengstorff and San Antonio/California) would all be impacted by additional traffic from this site, although the impacts vary with use.

The traffic study is very preliminary and does not include information on other projects that are likely to be built in the area. A full Traffic Impact Analysis (TIA) will be prepared pursuant to the guidelines established by the Santa Clara County Congestion Management Agency as part of the EIR. It will factor in "approved projects" in the area and will estimate intersection Levels of Service (LOS) if everything is built. It will propose specific mitigation measures and evaluate likely LOS if they are built.

### **Conclusions on Housing Alternatives**

The Commission should choose two alternatives, in addition to the Developer's Proposed project and the existing zoning (No Project Alternative), for study in the EIR. In making the selection, the Commission may wish to eliminate the alternatives (or sub-alternatives) that appear to have the least likelihood of being selected as the zoning for the site. Another consideration is that the City Council cannot approve any zoning designation that allows a higher intensity (more units or square feet) than has been studied in the EIR. Therefore, EIRs usually study the most intense use that has the potential for being approved (usually referred to as the "worst case" scenario).

If the Commission recommends more than two alternatives, the costs and complexity of the EIR will increase.

### **PARK OPTIONS**

Mountain View has a park dedication ordinance that requires new residential development to dedicate (donate) land for a public park or contribute fees in lieu of park land. The park dedication requirement (park acreage or in lieu fees) increases with the total number of units. Because of the size of the Mayfield site, all residential development alternatives are assumed to include public parks. If the developer donates land only, the park land would range between 1 and 4.3 acres depending on the number of housing units. However, under the ordinance, the City Council could also allow the developer to pay fees in lieu of donating park land. For example, the City Council could allow a part of the park dedication requirement to be met with in

---

<sup>6</sup> Work on the traffic study began before housing unit counts for each of the alternatives had been finalized, so there are some differences in unit counts but they are not large. Also, the traffic study was based on the highest number of units or square feet proposed under each alternative.



lieu fees to cover the costs of developing the park (landscaping, playground equipment, picnic tables, etc.). The City's policy is to give priority to spending in lieu fees in the planning area in which they are generated (in this case, the Monta Loma neighborhood). It is also possible under the ordinance for the developer to get credit for some private open space areas, which would reduce the public park land dedication requirement.

The estimates of park land in this report are all maximums with no reductions for substitution of in lieu fees or private open space credit. (See Attachment 14 for a comparison of park acreages under the alternatives. See Attachment 15 for more information on the park dedication ordinance).

There are three options for public parks:

1. One larger centrally-located park;
2. Two smaller parks with longer edges aligned along major internal streets —Mayfield and Whitney/Nita (as with the Developer's Proposed Project); or
3. Two smaller parks aligned along the major streets (Mayfield and Whitney/Nita).

Any of these options could be combined with any of the housing alternatives.

The Commission may wish to express its park location and size preferences at this time. Alternatively, staff and the City's urban design consultants will develop site plans incorporating parks once the Council has approved the alternatives.

### ***Policy Considerations***

The stronger neighborhood preference is for two smaller parks rather than one large park. Residents noted a larger park could draw residents from outside the area which could mean more noise, traffic and parking needs. On the other hand, one larger park may be less costly to maintain and could provide regulation play fields not possible in smaller parks.

### **STREET ALIGNMENT OPTIONS**

Currently, the only continuous public street on the site is Mayfield Avenue which connects Central Expressway with Whitney Drive. Nita Avenue is a public street that enters the site from San Antonio Road in Palo Alto, but the public street terminates at the city boundary line. An access easement (roadway) continues across the rear (north side) of the site providing access to Nita Avenue in Mountain View. For the purposes of this discussion, the access easement will be referred to as the Whitney/Nita connector road. (See Attachment 19 for existing streets.

There are also several alternative street alignments:

1. Maintain the current street alignments except that a new public street connects Nita Avenue and Whitney Drive.
2. Maintain the current street alignments and intersections except that:
  - A new public street connects Nita Avenue and Whitney Drive.
  - The intersection of Nita and San Antonio Road is moved to the south about 50 feet.
  - Mayfield Avenue has a curved alignment.

Again, the Commission may wish to express its street alignment preferences at this time. Alternatively, staff and the City's urban design consultants can develop site plans incorporating preferred alignments. In all cases, the City will be evaluating appropriate traffic calming devices at the Nita Avenue and Whitney Drive access points to the neighborhood, and within the existing neighborhood.

### ***Policy Considerations***

Most residents preferred maintaining the current curved connection of Nita Avenue to San Antonio Road. The curve could be maintained even if the intersection is moved south for about 50 feet. The traffic and engineering impacts of moving the intersection would be studied in the EIR. Neighborhood residents also generally preferred curvilinear streets. However, by moving the Nita Avenue intersection to the south, the curve can be maintained, but the area to the north (in Palo Alto) is enlarged and creates a better building site. Curving Mayfield Avenue may slow traffic exiting Central Expressway.

The EIR will evaluate potential neighborhood traffic impacts and will recommend traffic calming devices as mitigation measures if they can be expected to reduce impacts on the neighborhood.

### **PROCESS FOR REVIEWING DEVELOPMENT APPLICATIONS**

As noted at the beginning of this report (page 3), the City Council approved a work program for processing the applications from Toll Brothers, Inc., for General Plan and Precise Plan amendments and a Planned Community Permit. The work program has proceeded to the point at which the EPC is recommending alternatives for study in the EIR (see Attachment 4, Process Flow Chart). After the Commission has made recommendations on December 1, the Council is expected to take action on them in January. The remainder of the approved work program is generally as follows:

- Between February and approximately June, 2005, the EIR and the Precise Plan will be in preparation. After that, public hearings will begin on the Draft EIR and the Precise Plan amendments. Under the approved work program (the concurrent process), the Development

Review Committee (DRC) would be informally reviewing the developer's proposed project during this time.

- The EPC would make recommendations on the Precise Plan amendments and the EIR in approximately August, 2005.
- After that, Toll Brothers would be able to submit a formal application for a PCP for the development project.
- The Zoning Administrator would make a recommendation on the PCP next Fall.
- Council action on the EIR, Precise Plan and PCP for the development project is projected for late in 2005 or early in 2006. (Council would act on all at one meeting.)

## **Process Issues**

### Approach to EIR

Toll Brothers has expressed concern about an EIR that assesses all of the alternatives equally. Toll wants the EIR to be written in the standard format which is to focus on analyzing the developer's proposal in depth and to give more limited review to alternatives. Toll believes that an EIR that reviews all alternatives equally is more of a zoning study EIR and not one for a particular project. Toll believes that this type of review is more appropriate for the City to undertake.

### Concurrent Processing of General Plan/Precise Plan Amendments and Project Review

Another issue concerns "concurrent" processing per the approved work program. Some residents are concerned that the Development Review Committee will be reviewing a development project before the Council has made a decision on the basic land use change (General Plan and Precise Plan). Under the approved "concurrent" work program, the developer can begin the informal DRC process of its proposed project immediately (February) while the EIR is being prepared. This concurrent process has worked well for other successful projects, including the Crossings and Whisman Station. The developer understands and accepts the risks of reviewing its project before a decision has been made on the General Plan and zoning. However, allowing informal DRC review of the developer's proposed project before a decision on the zoning and permitted land use may be confusing and create a perception that alternatives are not being adequately considered and that a choice already has been made. The concurrent process may also be unwieldy because of the broad range of alternatives as compared to the Crossings and Whisman Station where only the developer's proposal was being fully studied.

Toll Brothers wants to maintain an expedited, concurrent processing of the development project and the General Plan and Precise Plan amendments. However, an alternative process would be "sequential" processing with the Council first deciding on whether the site should be rezoned,

followed by informal DRC review of the specific project. The process would be that the EIR and Precise Plan are prepared and then the Council would decide whether to rezone. (The Precise Plan would be designed to allow for any of the alternatives to be selected.) This process would delay informal DRC review of the project until the Council had decided on the zoning and would lengthen the overall review. It will also be more difficult to draft a Precise Plan without specific information on the project. A sequential review process would add at least six months to the process—extending the time line to June, 2006.

### Fiscal Impacts

When the Council originally approved the work program, a decision was made to not conduct a fiscal impact study of the alternatives since it did not appear likely that there would be significant differences among the potential redevelopment scenarios. However, fiscal impacts has been raised as an issue by the neighborhood, particularly in light of the City's current tight revenue situation. The Commission may still wish to recommend that the Council require a fiscal impact study of the alternatives.

### *Process Options*

The Commission should discuss and make recommendations on:

- The level of detail for study in an EIR (review all alternatives equally, or focus on the developer's proposed project with lesser review of the alternatives);
- Whether to maintain the concurrent review schedule or change to a more "sequential" process.
- Whether there should be a fiscal impact study of the alternatives.

### **CONCLUSION**

The purpose of the November 17 meeting is to clarify for the Commission and the community what Toll Brothers is proposing and what alternatives could be considered. The meeting is primarily an information exchange. The purpose of the December 1<sup>st</sup> meeting is for the Commission to make its recommendations on both the alternatives and the process.

Prepared by:

Approved by:

Lynnie Melena  
Senior Planner

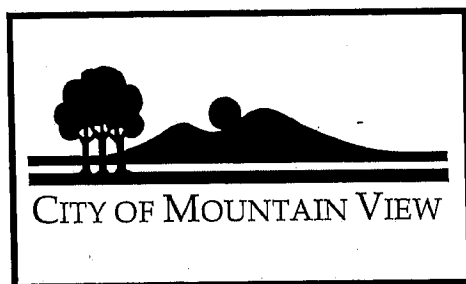
Whitney McNair  
Planning Manager

ENVIRONMENTAL PLANNING COMMISSION  
Adjourned Regular Meeting

20

STAFF REPORT  
November 17, 2004

- Attachments: 1— Agenda, November 17, 2004 EPC Meeting  
2—Map  
3—Aerial Photo  
4—Process Flow Chart  
5—EIR Issues  
6—General Plan Goals, Policies and Actions Relevant to Proposed Land Use Change  
7—Toll Brothers' Proposed Project Site Plan  
8—Toll Brothers' Description of Proposed Project  
9—Alternative 1 – Single--Family Focus  
10—Alternative 2 – Single-Family Transitioning to Multi-Family  
11—Alternative 3 – Multiple-Family Focus  
12— Housing Unit Illustrations  
13— Preliminary Traffic Findings for 100 Mayfield, Fehr and Peers  
14—Table of Park Acreages  
15—Park Dedication Requirements  
16—Park Option 1  
17—Park Option 2  
18—Park Option 3  
19—Existing Streets  
20—Street Alignment Option 1  
21—Street Alignment Option 2  
Separately Bound  
22—Comments from July 14 and September 20, 2004, community meetings  
23—Questions and Answers

**Environmental Planning Commission  
Meeting on Mayfield/HP****November 17, 2004****5-7 p.m. Open House 7 p.m. Meeting**

Monta Loma School Multi-Purpose Room  
460 Thompson Avenue, Mountain View

**5 - 7 p.m. – Open House**

Display of plans and information on review process (staff and representatives of Toll Brothers and Hewlett-Packard will be available to answer questions).

**7 p.m. – Environmental Planning Commission Meeting**

- Opening remarks—Commission Chair Paul Lesti
- Explanation of meeting format
- Presentations by staff, Hewlett Packard and Toll Brothers
- Questions from Commission on presentations
- Questions and comments from public
- Chair closes meeting

Next Meeting: Environmental Planning Commission, December 1, 2004, 7 p.m. City Council Chambers, 500 Castro Street. Commission will deliberate and make recommendations.



CITY OF MOUNTAIN VIEW

# MAYFIELD MALL PRECISE PLAN AREA

DRAWN  
QT

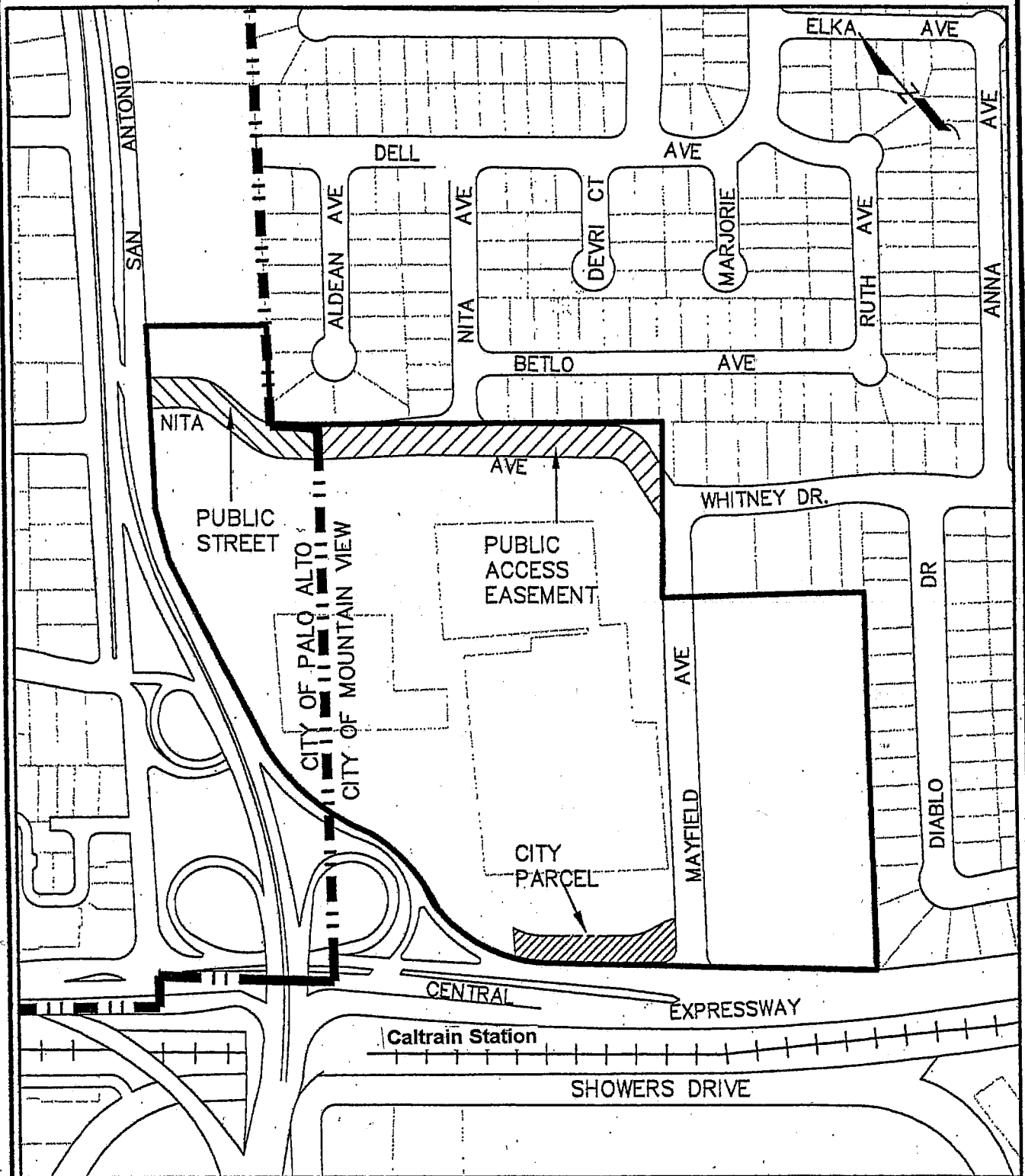
CHECKED

DATE 10-21-03

SCALE 1"=300'

SHEET

ACAD FILENAME:



**CITY OF MOUNTAIN VIEW**

# MAYFIELD MALL PRECISE PLAN AREA

DRAWN  
QT

CHECKED

DATE 10/21/03

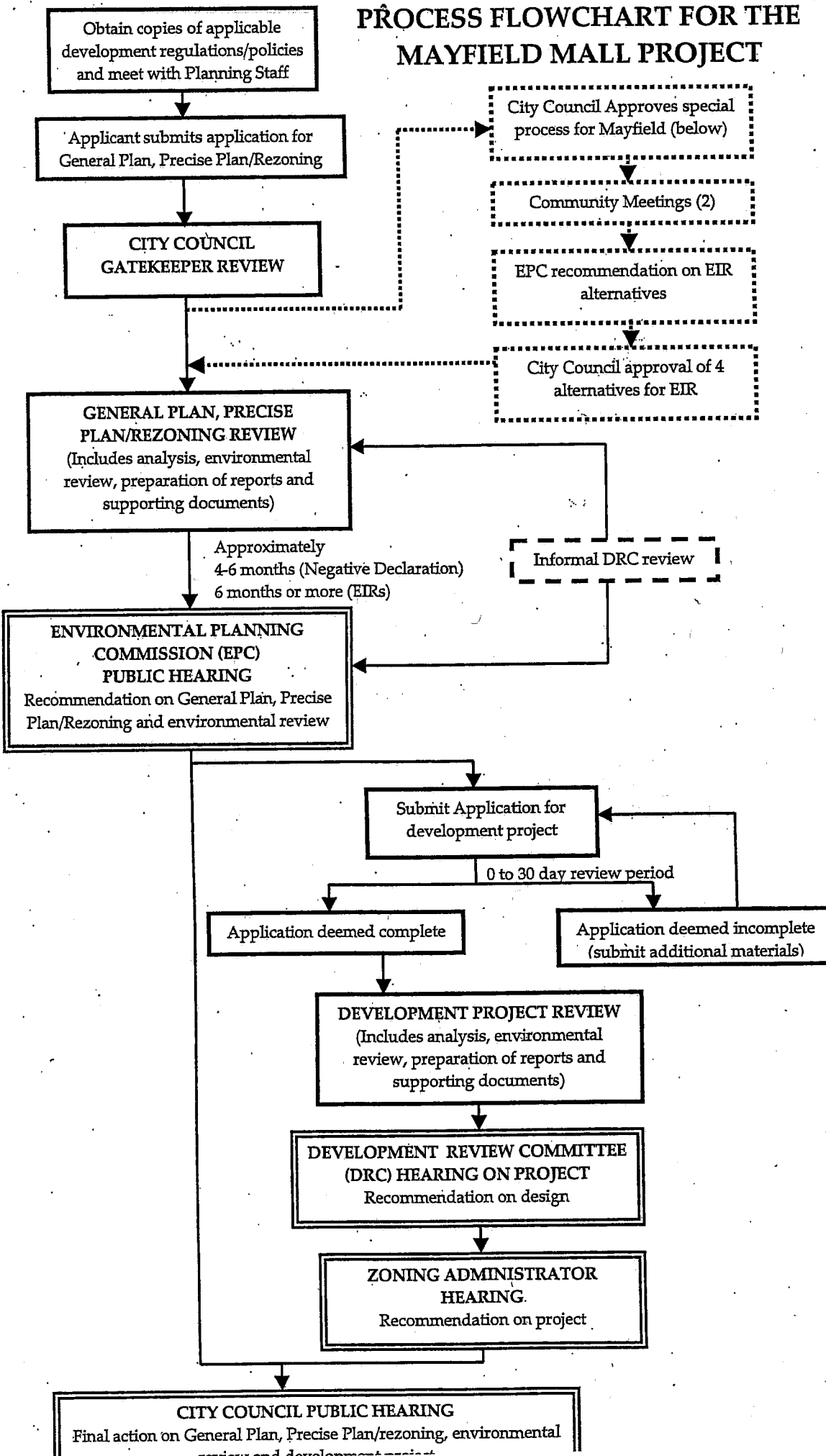
SCALE

NTS

SHEET



# PROCESS FLOWCHART FOR THE MAYFIELD MALL PROJECT



**COMMENTS TO DATE ON SCOPE OF ENVIRONMENTAL IMPACT REPORT  
MAYFIELD MALL**

**Traffic, Circulation and Parking**

Concern about pedestrian and bicycle safety.

Concern about traffic within the Mayfield site and the greater area, as well as spillover of traffic from the Mayfield site to the adjacent neighborhood.

Accessibility for bicycle and pedestrian activity.

Availability and access (safe and convenient) to public transportation.

Adequacy of proposed parking within Mayfield site.

Safety and speed control for vehicles within and around the Mayfield site.

Concerns about cut-through traffic.

Need parking for schools and parks and visitors

Concern about safety of children crossing the street especially San Antonio Road.

Concern about pockets of traffic impacts, for example around the Caltrain station.

Concern about speeding if streets are straight through the project.

Would pedestrian crossing at San Antonio Road be a mitigation measure for safety issues?

Safe bicycle access to Palo Alto.

Bicycle and pedestrian access to transit is needed.

Look at pedestrian bridge over Central.

San Antonio Road will become a parking lot due to traffic.

Roundabouts for traffic mitigation should be considered.

Traffic impacts at Middlefield/Rengstorff; Alma/Central/Rengstorff bottleneck.

Increased traffic during off-peak hours will be a problem (especially Nita Avenue).

Parking impacts from the proposed project.

Parking impacts from the proposed elimination of parking on the HP site that is used by the Jewish Day School.

Increase in vehicular traffic, truck routes, future plans for San Antonio Road, impacts associated with closure of El Monte.

Traffic impacts on San Antonio Road from evening classes at Cubberly School.

### **Schools**

Impacts of the population and the ability of the existing school system to accommodate the new population.

Potential need for an additional school.

### **Recreation, Open Space**

The need for play and recreation areas, soccer and sports fields, a pool, tot lots and playground equipment, trees and barbeque, shady areas.

Need for community garden.

### **Land Use Compatibility/Visual/Zoning and General Plan and Policies**

Concern about higher densities adjacent to single-family neighborhood.

Concern about heights of buildings near single-family homes.

Concern about loss of trees.

Conflict between proposed and existing architecture in the area (Eichler and Macay).

Do not segregate new neighborhood.

### **Police and Fire**

Concern about safety and crime in green areas.

Increased crime and need for security.

### **Biology**

Concern about the loss of trees.

**Air Quality**

Encourage pedestrian and bicycle use on the site through site design.

Deterioration of air quality due to traffic.

**Housing/Jobs**

Provide housing for Mountain View public safety workers.

**Noise**

Impacts to existing neighborhood is large parks with sports fields are developed.

Noise from increased traffic.

**Utilities**

Project is a waste of water and energy.

**Light and Glare**

Light and glare impacts from sports fields in parks would be a problem.

## **COMMENTS TO DATE ON SCOPE OF ENVIRONMENTAL IMPACT REPORT MAYFIELD MALL**

### **Traffic, Circulation and Parking**

Concern about pedestrian and bicycle safety.

Concern about traffic within the Mayfield site and the greater area, as well as spillover of traffic from the Mayfield site to the adjacent neighborhood.

Accessibility for bicycle and pedestrian activity.

Availability and access (safe and convenient) to public transportation.

Adequacy of proposed parking within Mayfield site.

Safety and speed control for vehicles within and around the Mayfield site.

Concerns about cut-through traffic.

Need parking for schools and parks and visitors

Concern about safety of children crossing the street especially San Antonio Road.

Concern about pockets of traffic impacts, for example around the Caltrain station.

Concern about speeding if streets are straight through the project.

Would pedestrian crossing at San Antonio Road be a mitigation measure for safety issues?

Safe bicycle access to Palo Alto.

Bicycle and pedestrian access to transit is needed.

Look at pedestrian bridge over Central.

San Antonio Road will become a parking lot due to traffic.

Roundabouts for traffic mitigation should be considered.

Traffic impacts at Middlefield/Rengstorff; Alma/Central/Rengstorff bottleneck.

Increased traffic during off-peak hours will be a problem (especially Nita Avenue).

Parking impacts from the proposed project.

Parking impacts from the proposed elimination of parking on the HP site that is used by the Jewish Day School.

Increase in vehicular traffic, truck routes, future plans for San Antonio Road, impacts associated with closure of El Monte.

Traffic impacts on San Antonio Road from evening classes at Cubberly School.

### **Schools**

Impacts of the population and the ability of the existing school system to accommodate the new population.

Potential need for an additional school.

### **Recreation, Open Space**

The need for play and recreation areas, soccer and sports fields, a pool, tot lots and playground equipment, trees and barbeque, shady areas.

Need for community garden.

### **Land Use Compatibility/Visual/Zoning and General Plan and Policies**

Concern about higher densities adjacent to single-family neighborhood.

Concern about heights of buildings near single-family homes.

Concern about loss of trees.

Conflict between proposed and existing architecture in the area (Eichler and Macay).

Do not segregate new neighborhood.

### **Police and Fire**

Concern about safety and crime in green areas.

Increased crime and need for security.

### **Biology**

Concern about the loss of trees.

**Air Quality**

Encourage pedestrian and bicycle use on the site through site design.

Deterioration of air quality due to traffic.

**Housing/Jobs**

Provide housing for Mountain View public safety workers.

**Noise**

Impacts to existing neighborhood is large parks with sports fields are developed.

Noise from increased traffic.

**Utilities**

Project is a waste of water and energy.

**Light and Glare**

Light and glare impacts from sports fields in parks would be a problem.

## GENERAL PLAN GOALS, POLICIES AND ACTIONS RELEVANT TO PROPOSED LAND USE CHANGE

This sections lists General Plan Goals, Policies and Actions relevant to land use decisions for the Mayfield/HP site.

### Community Development Chapter

#### **Compatible Land Uses**

*Goal C:* Maintain and enhance the special diversity of the city's businesses and neighborhoods.

*Policy 7:* Encourage land uses that are compatible with the character of the surrounding district or neighborhood.

#### **Economic Base**

*Goal L:* Promote a variety of industrial districts that maintain a diversified economic base.

*Goal M:* Maintain strong and stable sources of City revenues while promoting an appropriate balance of land uses in the city.

*Policy 37:* Encourage land uses that generate revenue for the City while maintaining a balance with other community needs, such as housing and open space.

*Action 38.a:* Evaluate the fiscal effects of different land uses on City revenues and services.

*Action 39.c:* Ensure that rezoning commercial and industrial areas or sites will not significantly hurt the city's economic base.

#### **Jobs and Housing**

*Goal P:* Promote the opportunity to both work and live in Mountain View.

*Policy 42:* Strive for a better balance of jobs and housing units in Mountain View.

*Policy 43:* Investigate sites that have the potential to generate new housing, and amend the General Plan and zoning on these sites to residential use where appropriate.

#### **Land Use and Transportation**

*Policy Q:* Coordinate the location, intensity and mix of land uses with transportation resources.

*Policy 44:* Make land use decisions that support transportation alternatives to the automobile.

*Action 44.a:* Encourage mixed-use projects and the City's highest density residential projects along major transit lines and around stations.



## Residential Neighborhoods Chapter (Including Housing Element)

### **Housing Supply**

*Goal A:* Provide policies that encourage a range of housing including single-family, townhouses, apartments, condominiums, mobile homes and other housing types.

*Policy 1:* Ensure that adequate residential land is available to accommodate the new construction needed to meet ABAG's Fair Share Housing Needs.

*Action 1.a:* Encourage the construction and appropriate rehabilitation of an average of 489 units a year over the seven and one-half year life of the Housing Element with an annual report to the Environmental Planning Commission on actual units built.

### **Mayfield Mall Precise Plan**

*Action 1.d:* Revise the Mayfield Mall Precise Plan to allow for housing and other uses if redevelopment is initiated by the property owner.

### **Housing Types**

*Policy 2:* Encourage a mix of housing types, including higher-density and lower-density housing.

*Action 2.b:* Determine appropriate densities for privately initiated zone changes based on the need for housing, surrounding uses, available infrastructure and environmental constraints with the goal of increasing overall density of new construction.

### **Mixed Use and Higher Density Residential**

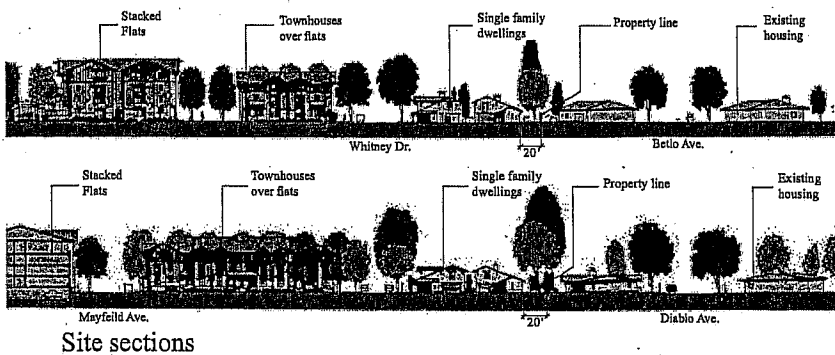
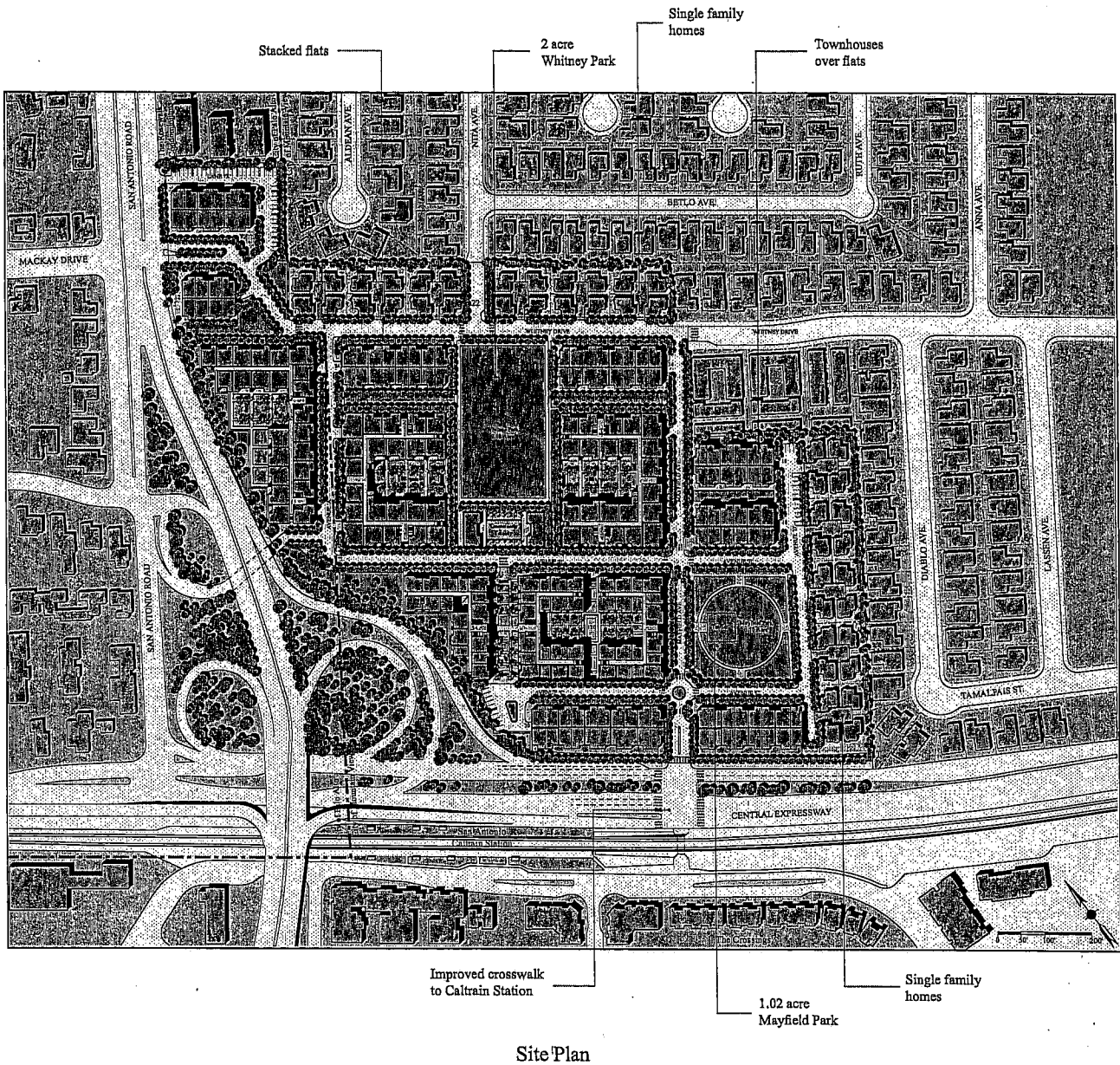
*Policy 3:* Provide higher density housing near transit, near the Downtown and near other commercial areas.

*Action 3.a:* Continue to allow and encourage mixed-use development at higher densities in the Commercial Residential Arterial Zone District, in the Downtown Precise Plan and near transit.

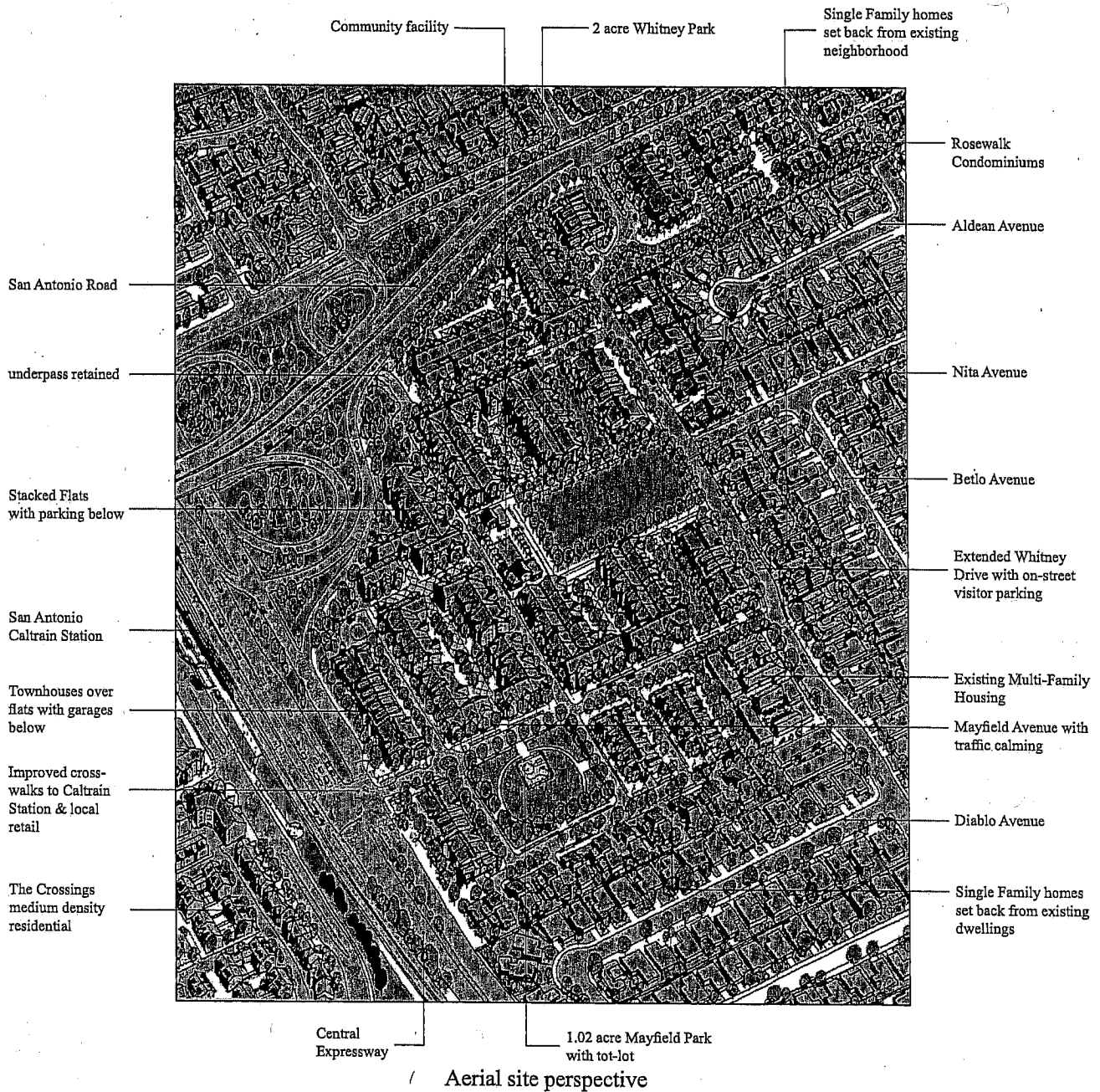
### **Neighborhood Preservation**

*Goal F:* Maintain and enhance the quality and character of Mountain View's neighborhoods.

*Policy 27:* Preserve and enhance the character of Mountain view's neighborhoods.



HOUSING UNITS		OPEN SPACE	
<b>Mountain View:</b>		<b>Mountain View:</b>	
Stacked Flats (Large)	176	Whitney Park	2.10 Ac
Stacked Flats (Small)	174	Mayfield Park	1.10 Ac
Townhouse over Flat	138	Sub-total	3.20 Ac
Single Family Detached	42		
Sub-Total	530	Palo Alto Sub-total	0.35 Ac
<b>Palo Alto:</b>		<b>TOTAL OPEN SPACE : 3.55 Ac</b>	
Stacked Flats (Large)	69		
Stacked Flats (Small)	0		
Townhouse over Flat	30		
Single Family Detached	2		
Sub-Total	101		
<b>TOTAL UNITS :</b>	<b>631</b>		



## Project Description

Toll Brothers proposes to redevelop the Hewlett Packard Office Center, also known as the Mayfield Mall site, with a new residential neighborhood containing 631 for-sale, owner-occupied detached and attached homes.

### Existing Conditions

The 27-acre site is located at the intersection of Central Expressway and San Antonio Road adjacent to the San Antonio Caltrain station and the Monta Loma neighborhood. The site contains three vacant office buildings which total approximately 500,000 square feet. Two office buildings are connected and range from 30' high (2 stories) near Central Expressway to 58' high (3 stories) adjacent to the Monta Loma neighborhood. The third building is freestanding and is approximately 15' high. In addition to the three office buildings there is a 2-story parking garage containing approximately 125,000 square feet. The existing office buildings and parking structure cover approximately 70% of the site with the remainder of the property used for surface parking. The current zoning allows additional square feet to be added to the site with the appropriate planned community permit, for a total of 650,000 square feet of commercial or light industrial office space.

### Adjacent uses

The site is adjacent to single-family homes, condominiums, and apartments. The proposed plan locates much-needed housing next to CalTrain and other public transportation, provides a variety of housing types, and responds to the scale and character of the adjacent uses. Consistent with the Mountain View and Palo Alto General Plans, Toll Brothers' proposal addresses the cities' goals of improving the jobs/housing imbalance by building new transit-oriented housing on in-fill sites, providing new housing, and improving the quality and quantity of public open space for nearby residents.

### Streets and Circulation

The proposal features a network of interior neighborhood streets and courts. Access to the site will remain at Mayfield Avenue on Central Expressway and through Whitney Drive to San Antonio Road. Nita Avenue will remain connected with Whitney Drive. The existing underpass beneath San Antonio Road will be retained. The proposed plan employs traffic-calming elements such as curb encroachments and roundabouts to keep internal automobile traffic slow and discourage drivers from "cutting through" the Monta Loma neighborhood. Other traffic-calming devices combined with sidewalks and bike paths will help create a pedestrian friendly environment for cyclists and pedestrians.

### Open Space

The project proposes to meet its park requirements by offering for dedication two new on-site public parks to the City of Mountain View that will serve new residents and the surrounding community. The new parkland meets Mountain View's guidelines for parkland dedication. The parks will have areas for active and passive uses and could include such uses as a tot-lot and picnic areas, and allow informal sport games such as children's soccer or baseball. In addition to the public parks and greenways, Toll Brothers is proposing a community facility and swimming pool for future residents' use.

### **Housing Types and Density**

The new neighborhood will consist of 631 owner-occupied attached and detached homes and equates to an overall housing density of 23 dwelling units per acre (similar to that found at The Crossings and Stanford West on Sand Hill Rd). The housing mix consists of detached 2-story homes adjacent to the Monta Loma neighborhood and 3- and 4-story stacked flats and townhomes on the remainder of the property. The layout of the homes responds to concerns about the project's density and height that were expressed by members of the Monta Loma neighborhood. Lower height, single family detached homes with 20-foot setbacks are proposed adjacent to the existing Monta Loma homes while taller buildings are proposed closer to San Antonio and Central Expressway. The proposed mix of home sizes and types will appeal to a variety of housing needs, family sizes, and lifestyles.

### **Parking**

Each home will have 2 designated parking spaces for each residential unit. Ample parking for guests will be provided throughout the site, both in parking garages and in parallel parking opportunities along the internal streets. The on-street parking will contribute to the walkability of the environment by slowing down automobiles and discouraging through traffic. The parking provided exceeds the city's current residential parking standards for on-site residential parking.

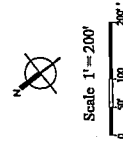
# **ALTERNATIVE 1: Single Family Focus**

## **ALTERNATIVE 1A:**

HOUSING TYPE	
Single Family	45 DUS
Small Lot Single Family	95 DUS
Town Houses	0 DUS
Row Houses	0 DUS
Multi-family (Stacked Flats)	0 DUS
<b>TOTALS</b>	
Mountain View	140 DUS
Palo Alto (3-st. Condos)	100 DUS
<b>TOTAL (both cities)</b>	<b>240 DUS</b>

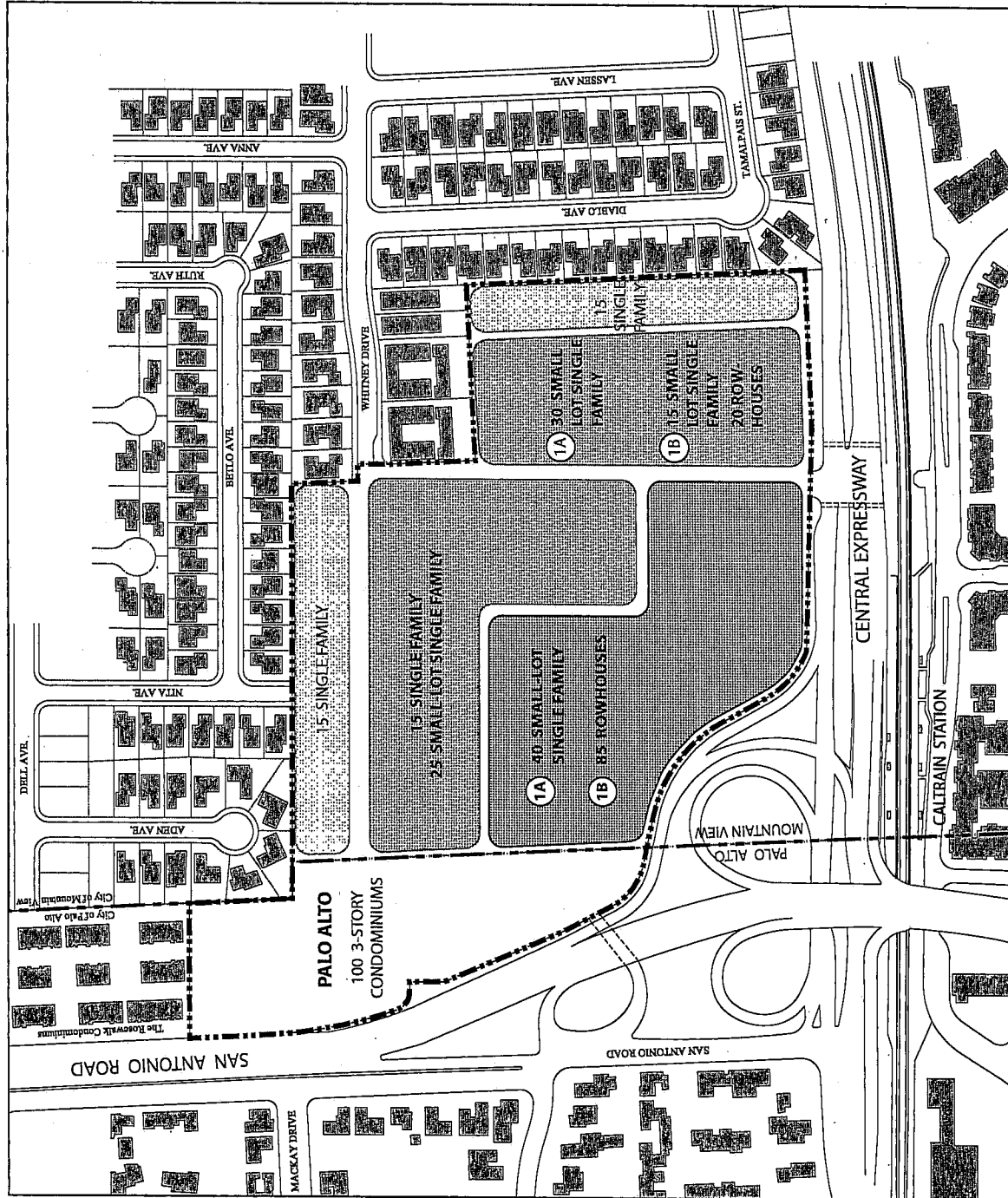
## **ALTERNATIVE 1B:**

HOUSING TYPE	
Single Family	45 DUS
Small Lot Single Family	40 DUS
Town Houses	0 DUS
Row Houses	105 DUS
Multi-family (Stacked Flats)	0 DUS
<b>TOTALS</b>	
Mountain View	190 DUS
Palo Alto (3-st. Condos)	100 DUS
<b>TOTAL (both cities)</b>	<b>290 DUS</b>



## **CITY OF MOUNTAIN VIEW**

November 10, 2004



# **ALTERNATIVE 2: Single Family transitioning to Multi-Family**

## **ALTERNATIVE 2A:**

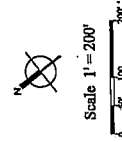
HOUSING TYPE	
Single Family	30 DUs
Small Lot Single Family	15 DUs
Town Houses	20 DUs
Row Houses	60 DUs
Multi-family (Stacked Flats)	240 DUs
<b>TOTALS</b>	
Mountain View	<b>365 DUs</b>
Palo Alto (3-st. Condos)	<b>100 DUs</b>
<b>TOTAL (both cities)</b>	<b>465 DUs</b>

## **ALTERNATIVE 2B:**

HOUSING TYPE	
Single Family	30 DUs
Small Lot Single Family	15 DUs
Town Houses	20 DUs
Row Houses	60 DUs
Multi-family (Stacked Flats)	300 DUs
<b>TOTALS</b>	
Mountain View	<b>425 DUs</b>
Palo Alto (3-st. Condos)	<b>100 DUs</b>
<b>TOTAL (both cities)</b>	<b>525 DUs</b>

## **ALTERNATIVE 2: RETAIL**

- ⊙ 6500 sf. Retail with 10 less Rowhouses



# **CITY OF MOUNTAIN VIEW**

November 10, 2004





# **ALTERNATIVE 3: Multi-Family Focus**

## **ALTERNATIVE 3A:**

HOUSING TYPE	DUs
Single Family	30
Small Lot Single Family	0
Town Houses	0
Row Houses	0
Multi-family (Stacked Flats)	540
<b>TOTALS</b>	
Mountain View	570 DUs
Palo Alto (3-st. Condos)	100 DUs
<b>TOTAL (both cities)</b>	<b>670 DUs</b>

## **ALTERNATIVE 3B:**

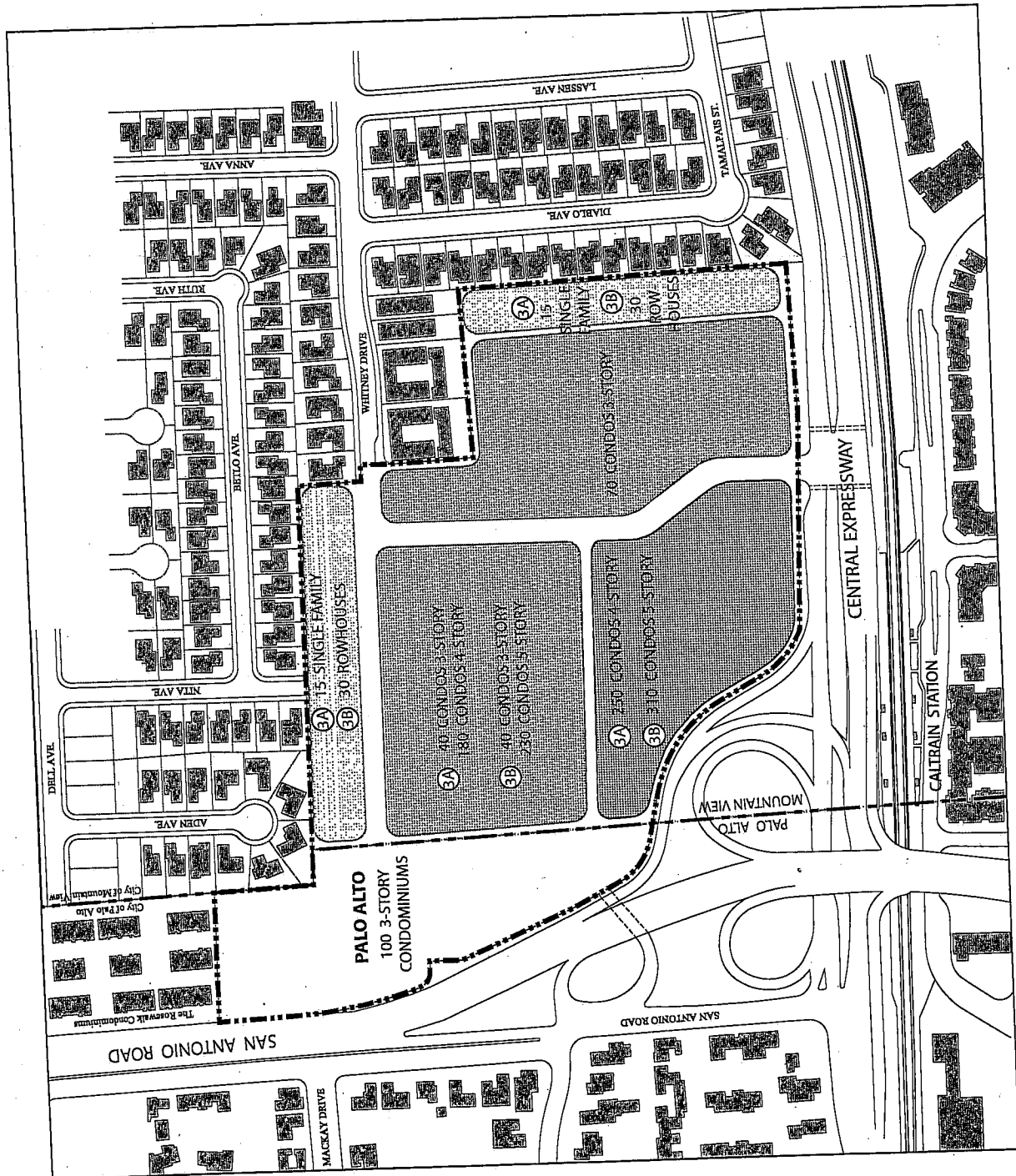
HOUSING TYPE	DUs
Single Family	0
Small Lot Single Family	0
Town Houses	0
Row Houses	60
Multi-family (Stacked Flats)	650
<b>TOTALS</b>	
Mountain View	710 DUs
Palo Alto (3-st. Condos)	100 DUs
<b>TOTAL (both cities)</b>	<b>810 DUs</b>



Scale 1" = 200'  
0 50 100 200'

## **CITY OF MOUNTAIN VIEW**

November 10, 2004







## MEMORANDUM

Date: November 9, 2004

To: Phyllis Potter, Impact Sciences

Copy to: Aarti Shrivastava, City of Mountain View  
Lynn Melena, City of Mountain View

From: Robert Eckols, Fehr & Peers  
Kristiann Choy, Fehr & Peers  
Eric Bollich, Fehr & Peers

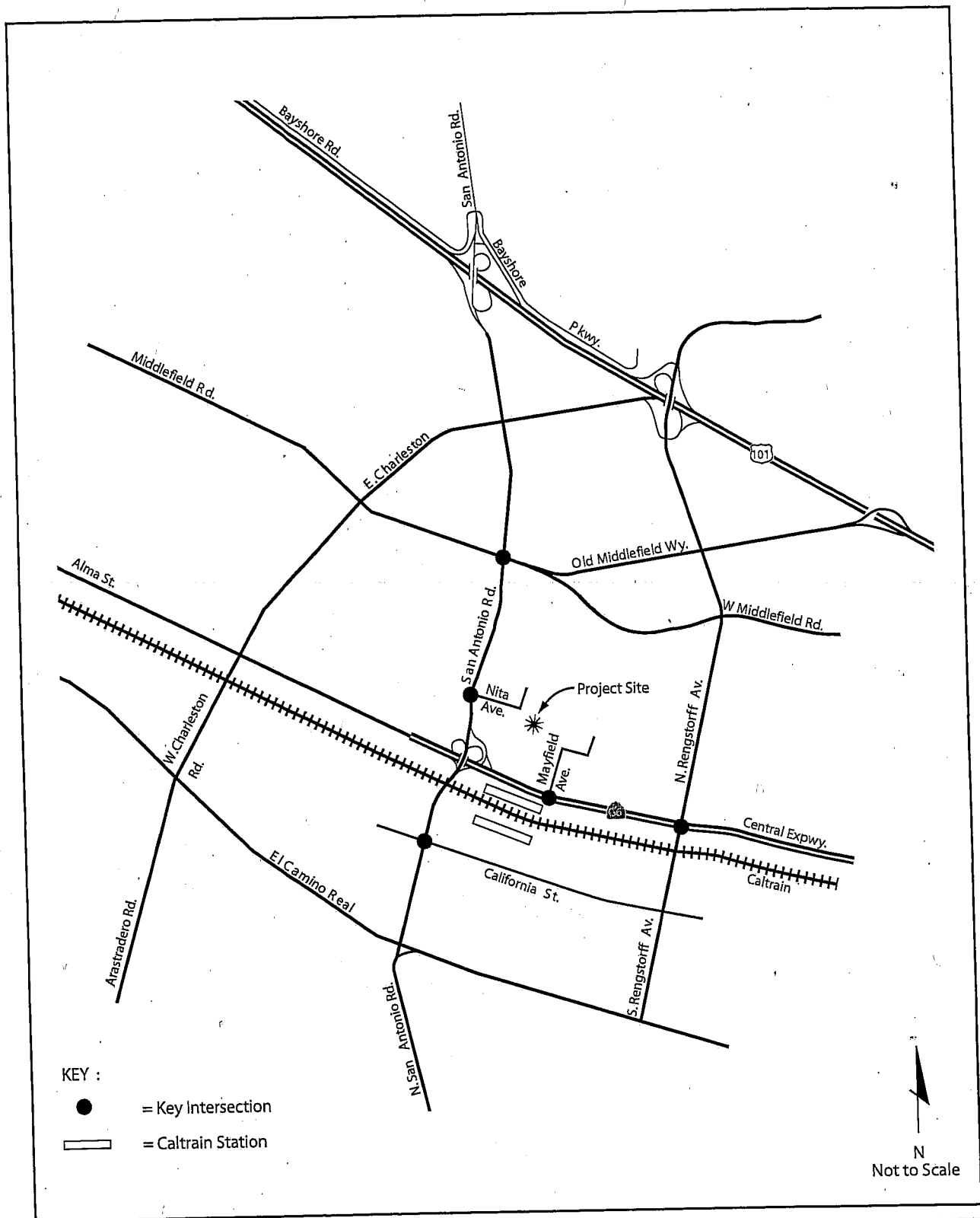
**Subject:** *Preliminary Traffic Findings for the 100 Mayfield Project*

SJ04-732

Fehr & Peers has conducted a preliminary analysis of the 100 Mayfield Project in Mountain View, California. The purpose of this analysis was to identify the potential traffic impacts on key nearby intersections by six alternatives. The analysis included evaluating the existing operations of five key intersections, estimating trip generation and distribution, and listing possible mitigation measures available at the key intersections.

The project site is located in the northeast quadrant of the San Antonio Road and Central Expressway interchange and is currently occupied by vacant office buildings totaling 520,000 square feet. Access to the project site is provided by Nita and Mayfield Avenues. Figure 1 presents the site location and study area. Six alternatives were studied in this analysis. Five of the alternatives include residential uses with a mix of single-family and multi-family units, one maintains the existing zoning. The alternatives can be summarized as follows:

- Developers Proposed Project - 50 single family homes and 572 multi-family homes; a total of 622 units.
- Single-Family Focus - 85 single family homes and 205 multi-family homes; a total of 290 units.
- Single-Family Transitioning to Multiple-Family - 43 single family homes and 482 multi-family homes; a total of 525 units.
- Single-Family Transitioning to Multiple-Family with Retail - same as Single-Family Transitioning to Multiple-Family Mix except 10 multi-family homes are replaced with 6,500 square feet of retail; a total of 515 units.
- Multiple-Family Focus - 810 multi-family homes.
- No Project Alternative - up to 650,000 square feet of office uses which is allowed under the existing zoning.



**FEHR & PEERS**  
 TRANSPORTATION CONSULTANTS  
 October 2004  
 SJ04-732

**STUDY AREA**  
**Figure 1**

The following five key intersections were selected based on their proximity to the project site:

- San Antonio Road and Middlefield Road
- San Antonio Road and Nita Avenue
- San Antonio Road and California Street
- Central Expressway and Mayfield Avenue
- Central Expressway and Rengstorff Avenue

#### **EXISTING INTERSECTION OPERATIONS**

The operations of the key intersections were evaluated using level of service (LOS) calculations. LOS is a qualitative description of an intersection's operation, ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or over-saturated conditions with excessive delay. The LOS methodology approved by the VTA and the City of Mountain View bases a signalized intersection's operation on the average vehicular delay as described in the 2000 *Highway Capacity Manual* (HCM) with adjusted saturation flow rates to reflect conditions in Santa Clara County. The average delay is calculated using the TRAFFIX analysis software. Attachment A presents the range of average delay that corresponds to each LOS designation. The LOS standard for signalized intersections in the Cities of Mountain View and Palo Alto is LOS D. The LOS standard for CMP-designated intersections is LOS E. Two of the five intersections are CMP-designated intersections (see Table 1).

New AM and PM peak period traffic counts were conducted in October 2004 at the five key intersections. Peak conditions usually occur during the morning and evening commute periods from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm, respectively. Table 1 summarizes the intersection levels of service during the AM and PM peak hour. As shown in Table 1, Rengstorff Avenue at Central Expressway operates at LOS E during the PM peak hour. All of the other intersections operate at LOS D or better during both peak hours.

**TABLE 1**  
**EXISTING INTERSECTIONS LEVEL OF SERVICE**

Intersection	Count Date	Peak Hour	Delay	LOS
1. San Antonio Road and Middlefield Road*	10/21/04 10/19/04	AM PM	40.7 48.5	D D
2. San Antonio Road and Nita Avenue	10/13/04 10/14/04	AM PM	4.4 2.9	A A
3. San Antonio Road and California Street	10/20/04 10/19/04	AM PM	41.3 47.1	D D
4. Central Expressway and Mayfield Avenue	10/13/04 10/14/04	AM PM	8.9 11.8	A B+
5. Central Expressway and Rengstorff Avenue*	10/20/04 10/19/04	AM PM	51.9 61.1	D- E
<b>Notes:</b> <sup>1</sup> Whole intersection weighted average control delay expressed in seconds per vehicle using methodology described in the <i>2000 Highway Capacity Manual</i> , with adjusted saturation flow rates to reflect Santa Clara County Conditions. <sup>2</sup> LOS = Level of service * Designated CMP intersection.				

## TRIP GENERATION

The trips generated by the six alternatives were estimated using rates published in the Seventh Edition of the Institute of Transportation Engineers (ITE), *Trip Generation*. This is an industry wide standard. For single family homes, rates for the "Single-Family Detached Housing" category were applied and rates for Residential Condominium/Townhouse" were used for multi-family units. For retail, "Shopping Center" rates were applied. "General Office" rates were used for the No Project Alternative. The rates were calculated based on the fitted curve equations for each land use and size.

The VTA allows a trip reduction of 9 percent for residential uses and 3 percent for employment located within 2,000 feet of a Caltrain Station. Since San Antonio Caltrain Station is within this distance, these transit trip reductions were applied to the alternatives. In addition, reductions for mixed-use were applied to the retail alternative. Some of the trips to the retail uses are expected to be pass-by trips. Pass-by trips are trips that are already on the adjacent roadways (i.e. not new trips on the roadway) that simply stop off at the project on their way to/from their origin/destination. A pass-by trip reduction of 20% was applied to the retail trip generation during the AM and PM peak hours. Table 2 summarizes the trip generation estimates for each alternative.

**Table 2**  
**Trip Generation Estimates for 100 Mayfield Alternatives**

Project Scenario	Size	Daily	AM			PM			
			In	Out	Total	In	Out	Total	
<b><u>Developer's Proposed Project</u></b>									
Single Family	50 du	550	11	34	45	36	22	58	
Condo/Townhouses	572 du	2,866	34	172	206	166	86	252	
Subtotal		3,415	45	205	250	202	107	309	
Transit Trip Reduction <sup>3</sup> (9%)		-307	-4	-18	-22	-18	-10	-28	
Total Net Trips			3,108	41	187	228	184	97	281
<b><u>Single Family Focus</u></b>									
Single Family	85 du	895	17	52	69	59	34	93	
Condo/Townhouses	205 du	1,197	16	76	92	74	35	109	
Subtotal		2,092	33	128	161	132	69	201	
Transit Trip Reduction <sup>3</sup> (9%)		-188	-3	-11	-14	-12	-6	-18	
Total Net Trips			1,904	30	117	147	120	63	183
<b><u>Single Family Transitioning to Multiple Family</u></b>									
Single Family	43 du	478	10	30	40	32	18	50	
Condo/Townhouses	482 du	2,477	29	154	183	145	72	217	
Subtotal		2,956	39	184	223	176	91	267	
Transit Trip Reduction <sup>3</sup> (9%)		-266	-3	-17	-20	-16	-8	-24	
Total Net Trips			2,690	36	167	203	160	83	243
<b><u>Single Family Transitioning to Multiple Family with Retail</u></b>									
Single Family	43 du	478	10	30	40	32	18	50	
Condo/Townhouses	472 du	2,436	28	151	179	142	71	212	
Subtotal		2,914	38	181	219	173	89	263	
Transit Trip Reduction <sup>3</sup> (9%)		-262	-3	-16	-19	-16	-8	-24	
Mixed-use Trip Reduction <sup>4</sup> (Retail)		-149	0	-1	-1	-7	-6	-13	
Net Residential Trips		2,503	35	164	199	150	75	226	
Strip Retail	6.5 ksf	1,149	4	3	7	49	54	103	
Mixed-use Trip Reduction <sup>4</sup> (13%)		-149	-1	0	-1	-6	-7	-13	
Pass-by Trip Reduction (20%)		-200	-1	-1	-2	-9	-9	-18	
Net Retail Trips		800	2	2	4	35	37	72	
Total Net Trips (Net Residential + Retail)			3,303	37	166	203	185	113	298
<b><u>Multiple Family Focus</u></b>									
Condo/Townhouses	810 du	3,856	49	227	275	219	113	332	
Transit Trip Reduction <sup>3</sup> (9%)		-347	-4	-20	-24	-20	-10	-30	
Total Net Trips			3,509	45	207	251	199	103	302
<b><u>No Project Alternative</u></b>									
General Office	650 ksf	5,636	741	98	839	137	670	806	
Transit Trip Reduction <sup>2</sup> (3%)		-169	-22	-3	-25	-4	-20	-24	
Total Net Trips			5,467	719	95	814	133	650	782

du = dwelling unit

<sup>1</sup> Source: ITE *Trip Generation*, 7th Edition, 2003 using fitted curve equations based on development size.

<sup>2</sup> Maximum trip reduction allowed by the VTA for office development near a Caltrain station.

<sup>3</sup> Maximum trip reduction allowed by the VTA for residential development near a Caltrain station.

<sup>4</sup> Maximum trip reduction allowed by the VTA for residential/retail mixed-use development. Reduction is taken off the smaller generator.

As shown in Table 2, the Single-Family Focus alternative would generate the fewest peak-hour trips with 147 AM peak-hour trips and 183 PM peak-hour trips. The other residential alternatives would generate between 200 and 320 trips during the AM and PM peak hours. The No Project Alternative would generate the most peak-hour trips with 814 AM peak-hour trips and 782 PM peak-hour trips. Figure 3 presents a comparison of the trip generation estimates between alternatives.

### **TRIP DISTRIBUTION**

The trip distribution patterns for the different land uses proposed for the site were estimated in consultation with City of Mountain View staff and based on existing travel patterns in the vicinity of the site and the relative locations of complementary land uses in the area. The major travel directions for the office, residential and retail trips to the approach and depart the project site are shown on Figure 2.

### **POTENTIAL IMPACTS**

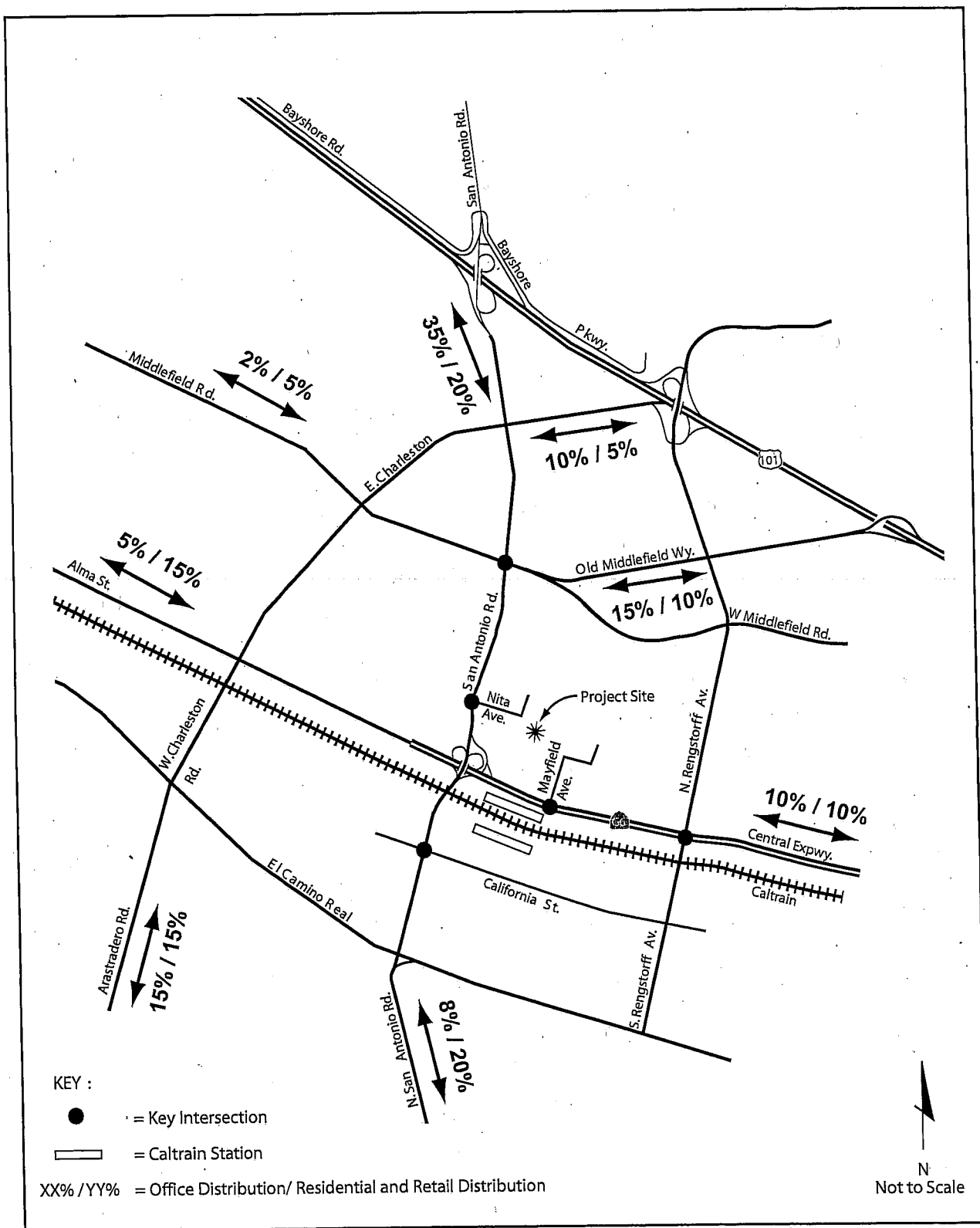
Three of the key intersections are currently operating at LOS D or worse during both peak hours. The intersection of San Antonio Road and Middlefield Road is operating at LOS D during both peak hours. This intersection is a CMP intersection with a LOS standard of E. Based on the trip distribution patterns, the No Project Alternative would have a higher potential of impacting this intersection than any of the residential alternatives.

The San Antonio Road and California Street intersection is operating at LOS D during both peak hours. The intersection has a LOS standard of LOS D. In addition, the southbound left-turn queue often extends out of the left-turning pocket during the PM peak hour. All of the alternatives may have a potential impact at this intersection. Based on the trip distribution, more of the residential trips are likely to use this intersection than the office trips.

The Central Expressway and Rengstorff Avenue intersection operates at LOS D during the AM peak hour and LOS E during the PM peak hour. This intersection is a CMP intersection with a LOS standard of LOS E. Field observations indicate that long queues often form on Rengstorff Avenue due to the train crossing at this intersection. During the peak hours, back-to-back trains (one northbound and one southbound) sometimes cause the traffic signal to skip the Rengstorff Avenue approach. All of the alternatives may have a potential traffic impact at this intersection.

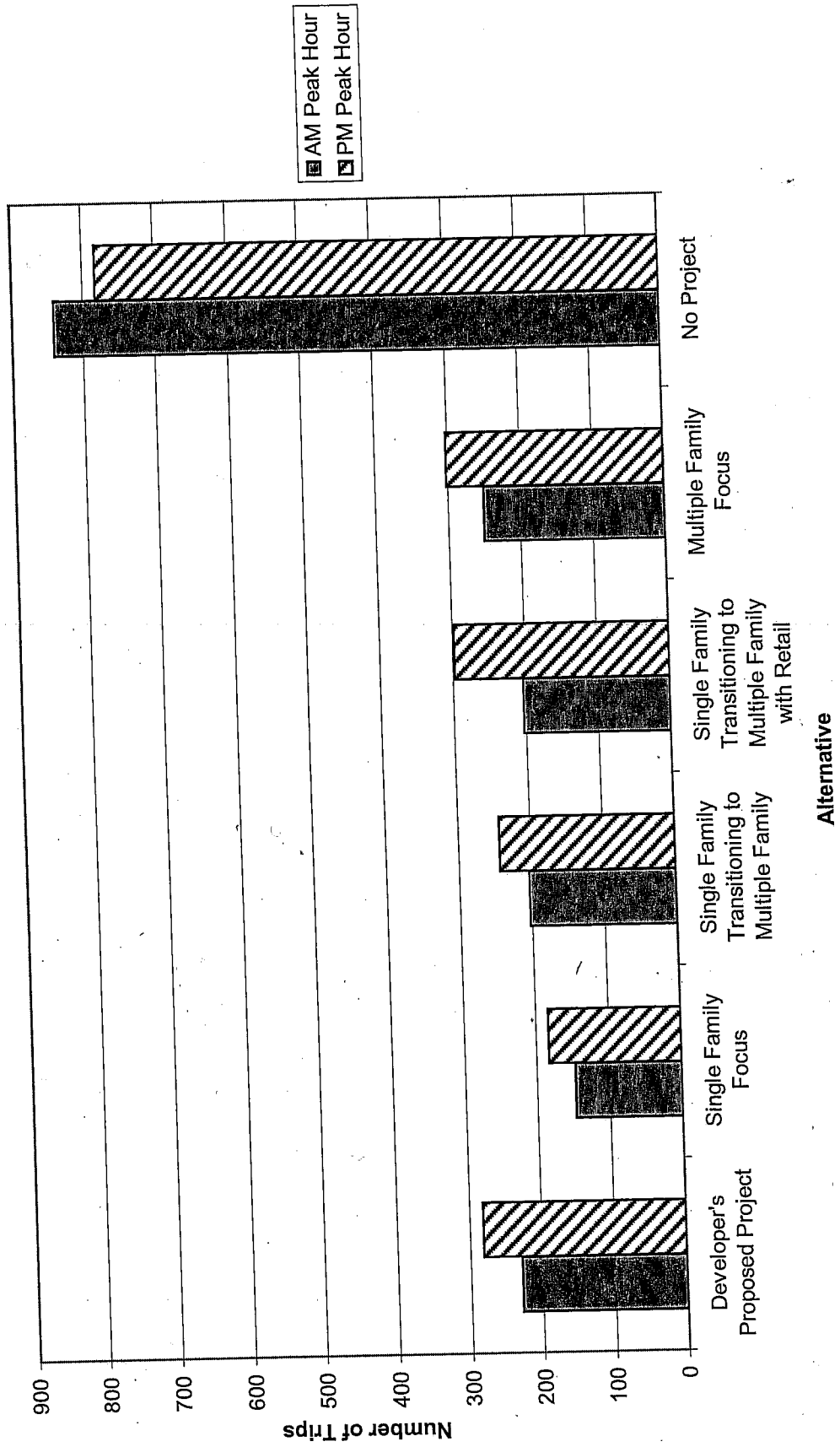
The entrances to the project site are provided by Nita and Mayfield Avenues. Both of these entrances are currently operating at good levels of service. The Nita Avenue intersection with San Antonio Road currently prohibits left-turns out of the project site. Drivers leaving the project site to head south on San Antonio Road can either drive under San Antonio Road and use a loop on-ramp or use Mayfield Avenue to Central Expressway and the loop on-ramp to southbound San Antonio Road. It is expected that with development of the project site, more detailed traffic analysis should be conducted to determine whether allowing left-turns out from Nita Avenue would be more efficient. The intersection of Central Expressway and Mayfield Avenue is expected to operate at acceptable levels of service with any of the alternatives.

Based on the trip generation and trip distribution, the No Project Alternative would have the most potential impacts of all the alternatives. All of the residential alternatives would have similar potential impacts.



100 Mayfield EIR

**Figure 3**  
**Trip Generation Comparison**





## **MITIGATION MEASURES**

One possible mitigation measure for the San Antonio Road and California Street intersection is adding a second southbound left-turn lane. There are no feasible mitigation measures for the Central Expressway and Rengstorff Avenue intersection as an at-grade intersection; however, there is a long-term option of grade separating this intersection and the relationship of this development project to the possible grade separation will be studied. The intersection of San Antonio Road and Middlefield Road is located in the City of Palo Alto and intersection modifications would be limited based on the existing right of way. In general, the City of Palo Alto has not promoted adding capacity at intersections as a mitigation measure.

Attachments

## ATTACHMENT A

<b>Table A-1</b> <b>Signalized Intersection Level of Service Definitions</b> <b>Using Average Control Vehicular Delay</b>		
<b>Level of Service</b>	<b>Average Control Delay Per Vehicle (Seconds)</b>	<b>Description</b>
A	≤ 10.0	Operations with very low delay occurring with favorable progression and/or short cycle lengths.
B+	10.1 to 12.0	Operations with low delay occurring with good progression and/or short cycle lengths.
B	12.1 to 18.0	
B-	18.1 to 20.0	
C+	20.1 to 23.0	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
C	23.1 to 32.0	
C-	32.1 to 35.0	
D+	35.1 to 39.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
D	39.1 to 51.0	
D-	51.1 to 55.0	
E+	55.1 to 60.0	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
E	60.1 to 75.0	
E-	75.1 to 80.0	
F	> 80.0	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.
Source: VTA's CMP <i>Traffic Level of Service Analysis Guidelines</i> , June 2003, and Transportation Research Board, <i>Highway Capacity Manual</i> , 2000.		

**City of Mountain View Park Dedication Ordinance  
Maximum Park Acreage Requirements for Alternatives**

Alternative	Low Density Units (1-6 units/acre)	Medium-Low Density Units (7-12 units/acre)	Medium-High Density Units (13-26+ units/acre)	Total Units	Maximum Park Acres Required
Toll's Bros. Proposal	0	42	488	530	3.22
1A	45	95	0	140	1.02
1B	45	40	105	190	1.27
2A	30	15	320	365	2.27
2B	30	15	380	425	2.63
2Retail	30	15	370	415	2.57
3A	30	0	540	570	3.48
3B	0	0	710	710	4.26

Acreage requirements are based on a formula that considers density.

## City of Mountain View Park Land Dedication Ordinance

The City has a "Park Land Dedication" ordinance that requires all new residential projects to dedicate parkland if a park site has been designated on the site in the General Plan, in a precise plan, or in the Parks and Open Space Plan. A fee in lieu of land dedication is required when the development occurs on land where: (1) no park is shown in the General Plan, precise plan or Parks and Open Space Plan, (2) no park is proposed, (3) dedication is impossible, impractical or undesirable, or (4) the proposed development contains 50 parcels or less. This money is then used for the purchase, development, or rehabilitation of existing facilities that serve the neighborhood where the development is located. Between 1995 and 2003, the City has collected a total of ±\$10,098,000 of in-lieu fees.

The Park Land Dedication ordinance applies the City standard of 3 acres per 1,000 residents to the parkland dedication calculation based on the number of dwelling units and the average number of persons per dwelling unit dependent on the type of density. To provide a very rough estimate of the required dedication per section 41.6 of the ordinance (Ordinance No. 4.97), and assuming the HP/Mayfield Mall site would have "medium-low" to "high" density housing types (a range of 7 to +26 units per acre), land dedication of .0060 to .0069 acres per unit will be required. With a projection of 166 to 666 units located within the Mountain View city boundaries (calculated at the bottom of page 1), the Council may require between 1.2 to 4.0 acres of parkland. If the City of Palo Alto has a similar requirement, then that City Council may require between 0.3 to 0.8 acres of parkland, for a potential total on-site requirement of between 1.5 to 4.8 acres.

The Mountain View Council may also approve the dedication of less public parkland with the payment of the in-lieu fee for the remaining required parkland that is not provided on site (for example, if the project requires 4.0 acres total the developer could provide 2.5 acres of park on site plus an in-lieu fee for 1.5 acres). This fee calculation is based on required acreage per dwelling unit, the number of dwelling units in the project, and the market value of the required parkland area.

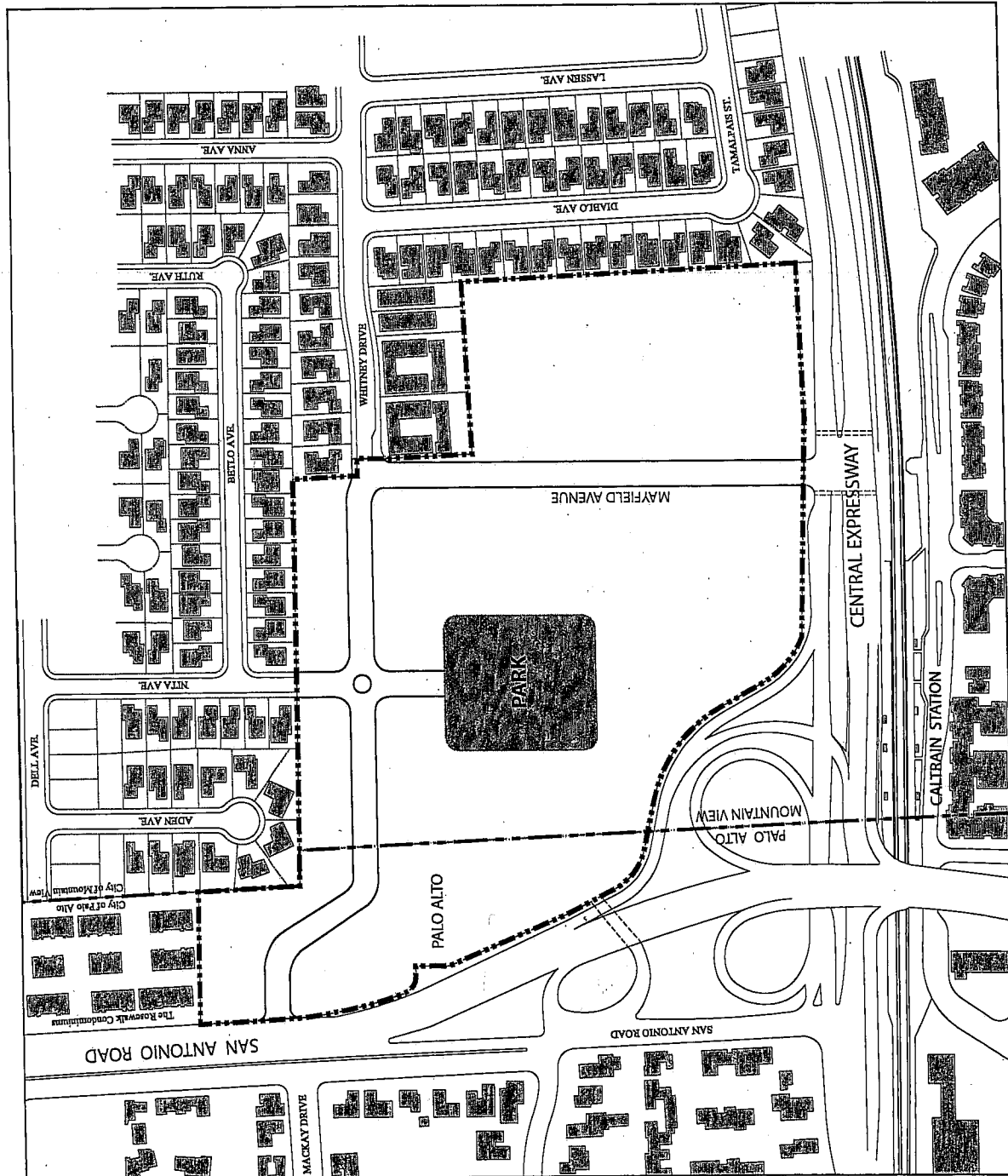
The applicant may also request a credit against the in-lieu fee, if private open space devoted to active recreational use is provided. Specifically, section 41.11 of the ordinance states that "A maximum credit of 50% of the value of the land devoted to private open space that is eligible for credit may be given against the requirement of land dedication or in-lieu fees.... Such private open space shall be devoted to active recreational uses and shall be wholly or partially owned and maintained by the future residents of the development...." (through a homeowners' association, for example). The private open space must contain at least four of the following elements: (1) turfed play field, (2) children's play apparatus, (3) landscaped park-like quiet area, (4) family picnic area, (5) game court area, (6) swimming pool, or (7) recreation center building and grounds.

*Community Development Department*

# **PARKS** **Option I**

## **FEATURES:**

- \* One large centrally located park.
- \* Note: Size of the park(s) will depend on the number of units in the alternative.



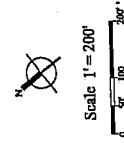
**CITY OF MOUNTAIN VIEW**

November 10, 2004

# **PARKS** **Option 2**

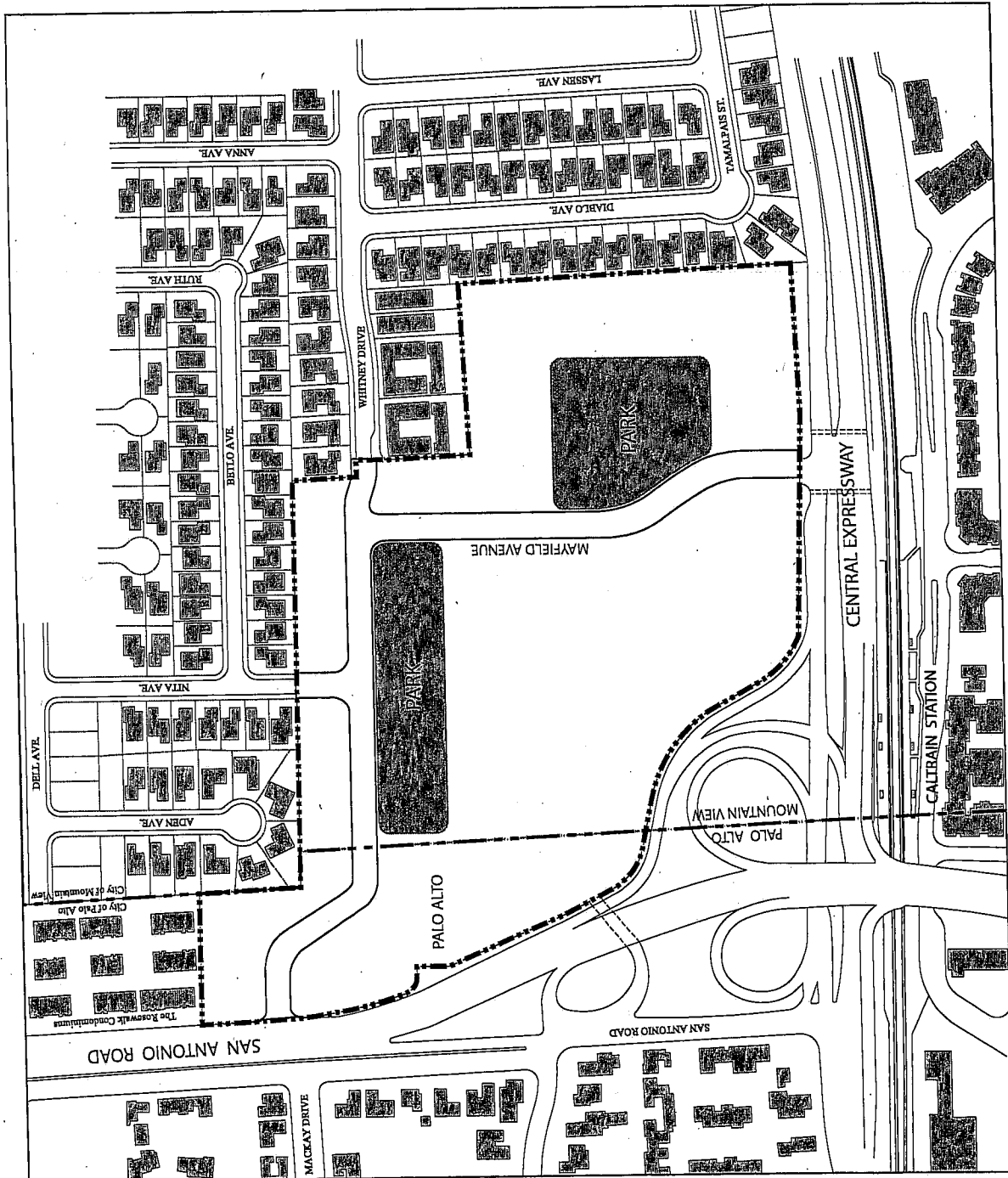
## **FEATURES:**

- \* Two smaller parks with longer edges aligned along major internal streets
- \* Note: Size of the park(s) will depend on the number of units in the alternative.



## **CITY OF MOUNTAIN VIEW**

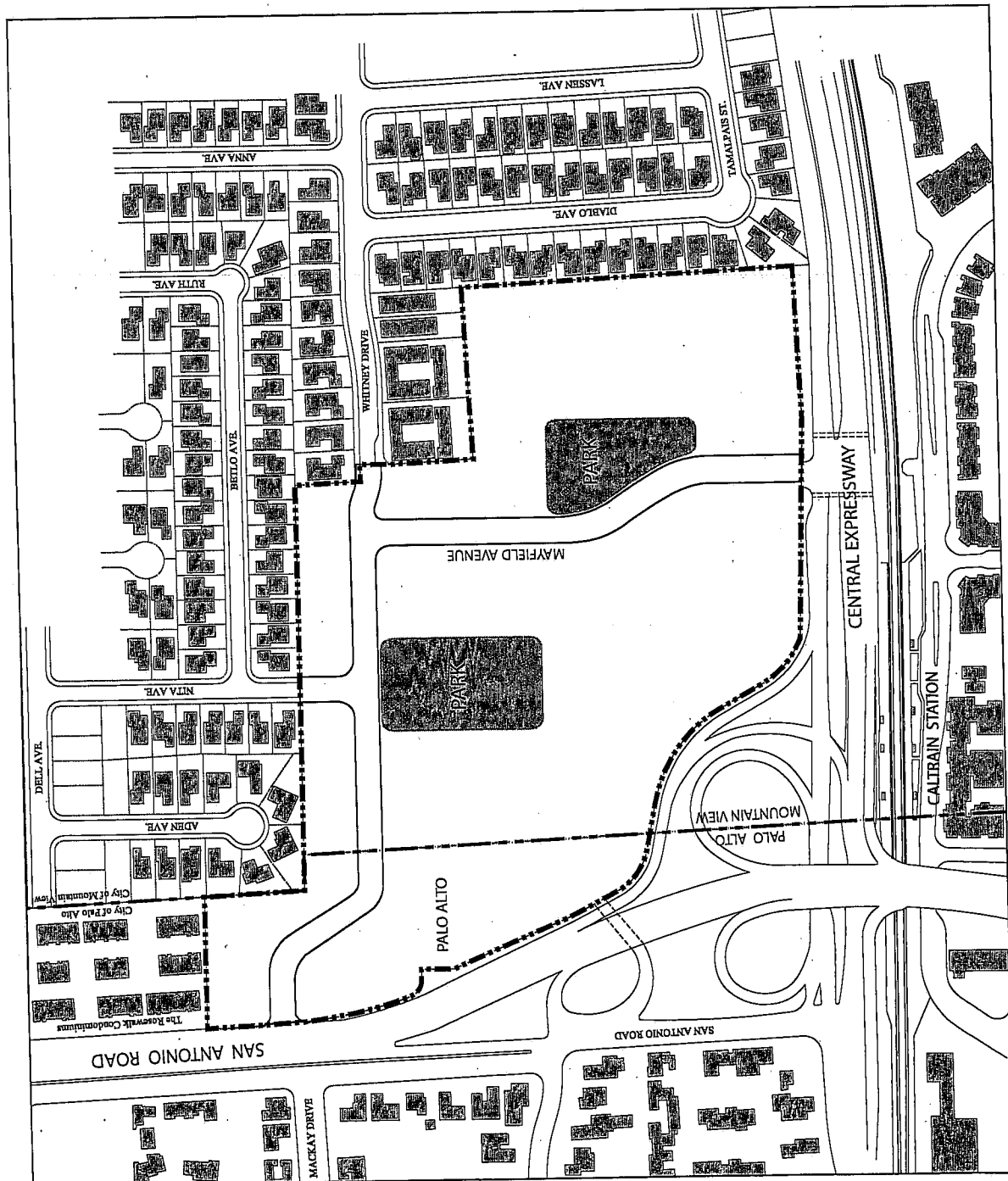
November 10, 2004



# **PARKS** **Option 3**

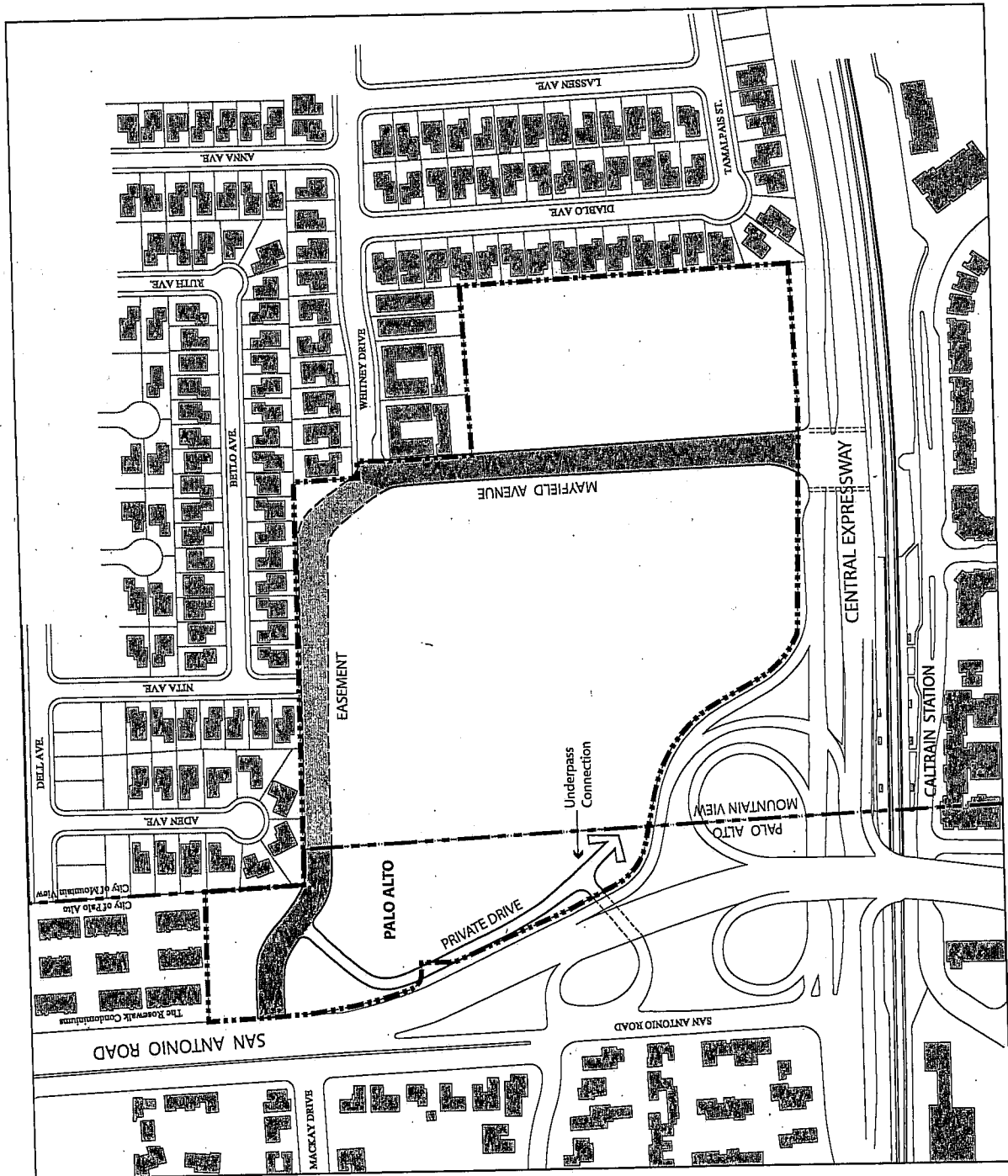
## **FEATURES:**

- \* Two smaller parks aligned along major streets.
- \* Note: Size of the park(s) will depend on the number of units in the alternative.



**CITY OF MOUNTAIN VIEW**  
November 10, 2004

# STREET LAYOUT Existing Condition



**CITY OF MOUNTAIN VIEW**  
November 10, 2004



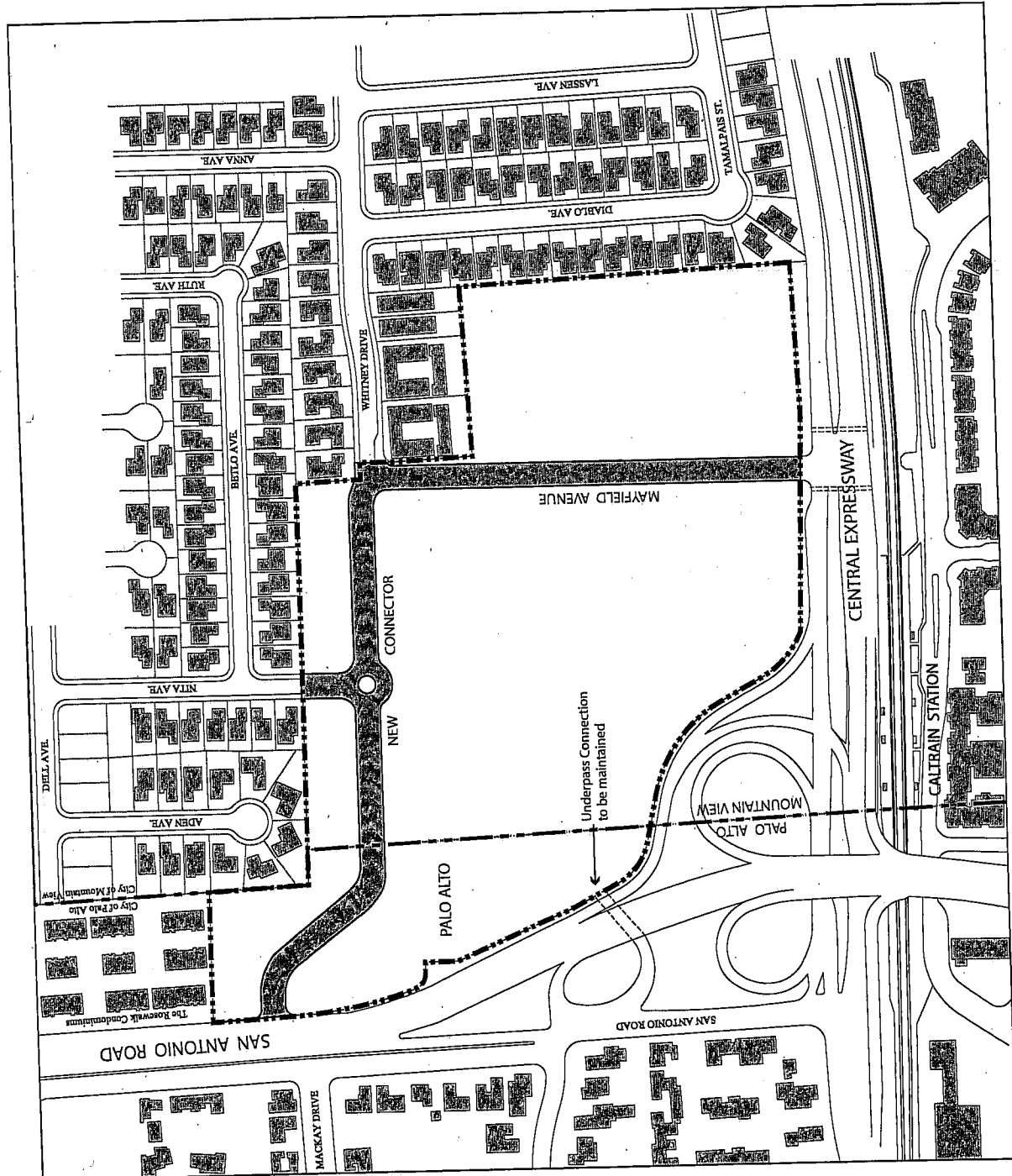
# STREET LAYOUT Option 1

## FEATURES:

All Public Street alignments and intersections maintained, except that:

\* New public street connects Nita Avenue and Whitney Drive.

\* Note: Traffic Calming would be incorporated into detail design.



CITY OF MOUNTAIN VIEW

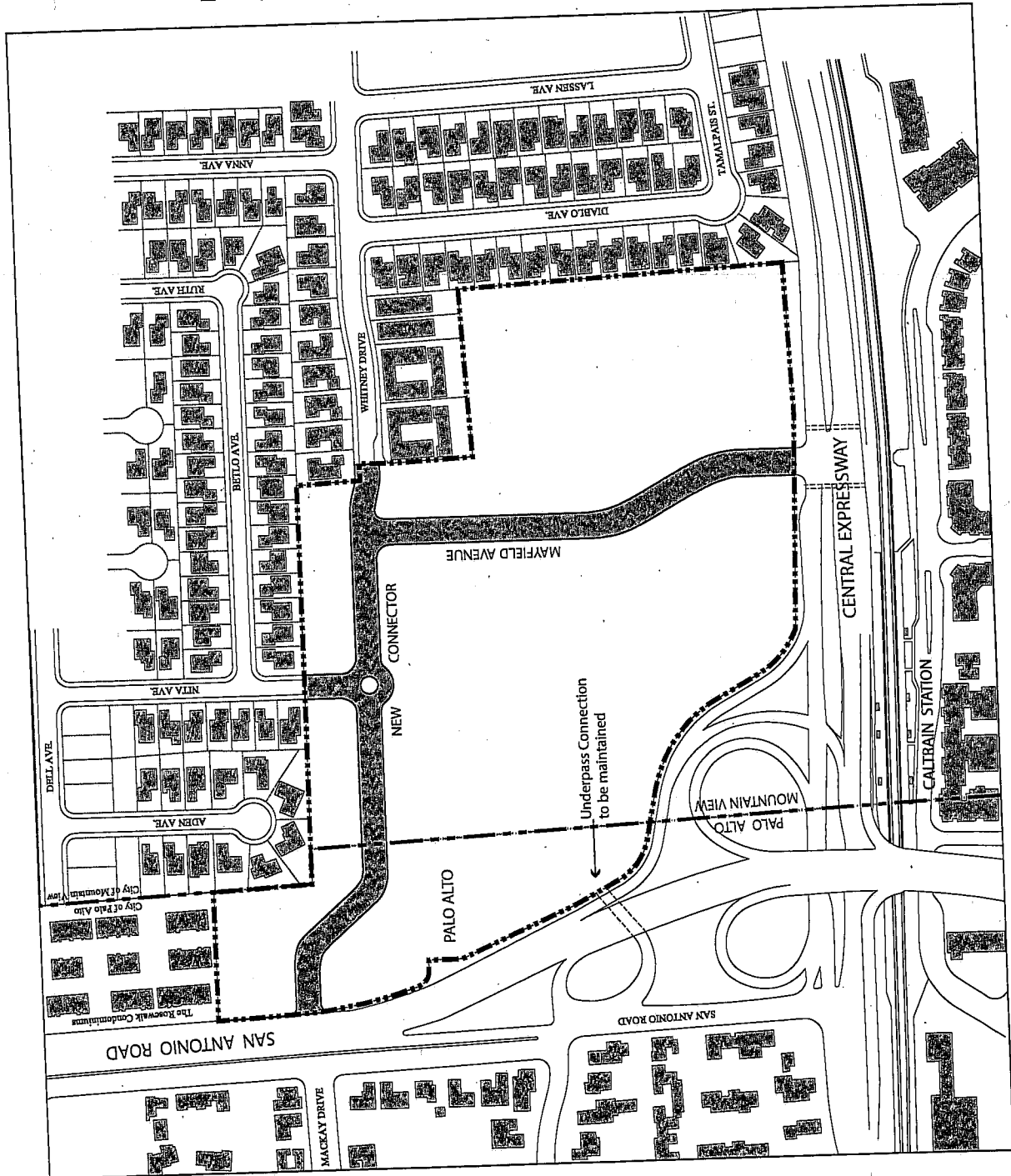
November 10, 2004

## STREET LAYOUT Option 2

### FEATURES:

All Public Street alignments and intersections maintained, except that:

- \* The Intersection at San Antonio Road is moved south.
- \* New public street connects Nita Avenue and Whitney Drive.
- \* Mayfield Avenue has a curved alignment.
- \* Note: Traffic Calming would be incorporated into detail design.



Scale 1" = 200'

50' 100' 200'

**CITY OF MOUNTAIN VIEW**

November 10, 2004

SUMMARY OF COMMENTS  
FROM SMALL GROUPS  
Mayfield/HP Meeting  
July 14, 2004

1. CIRCULATION NETWORK

Bike and pedestrian and access to transit

- Mentioned by all groups
- Over crossing on Central (1 group)
- Under crossing on Central (2 groups)
- Need for safe access to Palo Alto, pedestrian crossing on San Antonio
- Improve Caltrain drop-off on Central Expressway
- Pedestrian malls, not streets

Internal Street System

- Prefer curvilinear, meandering (6 groups)
- Keep Nita in present alignment

2. VARIETY OF HOUSING TYPES

Densities

- Single-family, some saying same-size lots as Monta Loma (4 groups)
- Lower density (3 groups)
- Higher densities OK in middle or near San Antonio and Central (3 groups)

Heights

- Single-story along edges (2 groups)
- 1-2 stories along edge (1 group)
- 3-4 stories maximum, towards middle (2 groups)

Architecture

- Should be "relevant" to area
- Matching, integrated, fit in with Eichlers and Macays
- Not the Crossings
- Variety

### Affordability

- Need affordable housing for seniors, low income, Mountain View worker (3 groups)
- No affordable housing

### Green Buildings

- 2 groups

## 3. PARKS AND OPEN SPACE

- Large parks preferred, for baseball and soccer (3 groups)
- Large parks have noise and parking impacts (2 groups)
- Transition or linear park preferred (4 groups)
- Park should be more than 3 acres
- Entire site should be park (2 groups)
- Want community garden (2 groups)
- Could forego park for lower density
- Don't let developer "buy down" parkland
- Pool of interest only if there is access for Monta Loma residents

## 4. OTHER POTENTIAL USES

- Keep the site the way it is, or reuse for medical offices, high tech incubator, girls middle school, high tech incubator, museum (3 groups)
- No retail, or specifically no grocery store or big box retail (6 groups)
- Day care (3 groups)
- No day care
- Post office
- Wild life rescue
- High end retirement community
- Caltrain parking
- Community facility

## 5. OTHER

### Parking

- Parking an issue
- No open lots
- No red zones (for prohibiting parking because of neighborhood overflow)

### Crime

- Concern about crime in parks

### Property Values

- Concern about impact on property values

## 6. ENVIRONMENTAL

### Traffic

- Concern generally, also cut through, need for traffic calming (raised sidewalks, roundabouts)
- Nita, Mayfield, San Antonio
- Kids crossing streets

### Trees

- Save as many trees as possible (4 groups)

### Schools

- Concern about capacity (3 groups)

## 7. PROCESS

- Coordination with Palo Alto
- Plans should include legends
- Another meeting
- Larger venue
- Draw site lines from all adjacent streets
- Put plans and comments on web
- Meeting too rushed
- How feedback will be used
- Want info on BMR requirements



MAYFIELD/HP COMMUNITY MEETING  
July 14, 2004

COMMENTS FROM SMALL GROUP DISCUSSIONS

Four main Issues in each small group discussion:

1. Circulation Network:  
(pedestrian, bikes and automobiles)
2. Variety of Housing Types  
(Location, and Edge Treatment)
3. Parks and Open Space  
(Public & Private)
4. Other Potential Land Uses?  
(Shops & Services, Grocery Store, Day Care)

Table No. 4.

- Concern about traffic both within Mayfield site and in greater area, and spillover into neighborhood.
- Concern about traffic on Whitney Drive, San Antonio
- Concern about speed control
- Bike and pedestrian accessibility
- Availability and access to public transportation
- Make sure there is enough guest parking so that it does not spill over into neighborhood
- Prefer larger parks
- Approximately half of the group would prefer to retain the existing site as commercial
- NO RETAIL – concern about businesses such as liquor stores
- Want to ensure that there is coordination with Palo Alto
- Concern about crime and drug use, particularly as green areas(parks) relate to the neighborhood
- Prefer lower densities, higher average sales price to create higher values for adjacent neighborhood.
- Prefer built in parking (not large open parking lots)
- Development should be “architecturally relevant” to area

Table 5:

- Plans shown should include a legend

- Should be sensitive to heights near existing homes
- Prefer single Family Homes – using same lot-sizes as those adjacent
- 600-800 units seems impossible – too much traffic
- There are already 70 units of low income housing going on Alvin Street – that's enough, we have done our bit [Staff correction—these proposed units are market-rate, not low income]
- Concerns about cut-through traffic on Nita and Mayfield Avenues
- Traffic: Concerns about bottleneck at San Antonio, kids crossing streets, etc. unsafe
- Traffic around Caltrain Crossing
- Don't want any straight through roads – concerns about speeding
- Don't want "gratuitous red zones" in new development that will result in spillover parking into existing neighborhood
- Should have adequate parking for schools and parks
- May need extra school for all these extra units
- There are limits to what a neighborhood can absorb
- Reference to the Mountain View Voice article: there is a need for a practice field for Baseball & Soccer. This would indicate one large park.
- Save the trees
- Park as a transition between the new development and existing neighborhood
- Community garden
- NO Retail – there are already several grocery stores nearby
- Caltrain parking required
- Daycare might be of interest
- Parking concern – there may not be enough parking for the parks
- Hope staff will listen to neighborhood as much as they are listening to Toll Brothers
- Want to come back for another meeting, make sure proposed development has same character as existing neighborhood
- Need a larger venue for this kind of meeting
- Housing would be OK on the Mayfield site if it has the same lot sizes as those in the existing neighborhood

Table 1:

- Walking paths desirable
- Curved road preferred over linear roads to prevent cut-through traffic
- Don't like plans with relocation of Nita Avenue at San Antonio because of cut-through traffic
- Traffic Calming: raised crosswalks, roundabouts at intersections
- Would like to see a pedestrian crossing at San Antonio Avenue



- There is not enough room on the site to accommodate parking at 2.3 spaces/unit. Concern that there will be spillover parking into existing neighborhood.
- Matching housing types to the existing houses adjacent
- Sidewalks are important
- Single stories between new and existing development is preferred. No more than 2 stories
- More affordable Housing
- Only Single Family
- Site Lines are critical and should be drawn from other streets as well as Betlo Avenue (as was shown in the presentation)
- Max. 3-4 stories across site
- Consider housing for different demographics, such as housing for Seniors + low income groups
- GREEN BUILDING DESIGN
- Buffer park at perimeter
- Walking paths
- Fewer but larger parks desirable
- More than 3 acres of park needed. 3 acres should be considered the minimum.
- Less hard-scape, More green-scape
- Pool and Clubhouse facilities should be accessible to everyone including the Monta Loma neighborhood
- Save ALL mature trees
- Community Garden
- Pedestrian malls instead of through traffic streets
- Large parks produce noise
- If there is not a pool, the space should be used for a park instead

#### Land uses:

- Caltrain parking required
- Approximately half of the group prefers the use to remain as is
- No grocery
- Day care or specialty retail good, but no chains
- Some would like to see a 27 acre park with a recreation center

#### Table 2:

- Bike and pedestrian access OK through Whitney Avenue, with access to Palo Alto
- Style of housing should be integrated with existing neighborhood
- NO – Gated Communities
- Would like to see examples of mid- to high-density housing. Not sure what this looks like.

- NO – Retail
- NO – Daycare. Already well-served with Cubberley
- Put higher density on main roads – San Antonio and Central Expressway
- Pedestrian cross-access over Central Expy, San Antonio
- Want park space but group could not agree on park size
- Relationship between Mountain View and Palo Alto should be smooth and seamless
- Concern about whether there is enough school capacity for the extra housing

Table 3:

- Preference for meandering streets to control traffic
- No speed bumps
- No straight roads
- No more underpasses
- Maintain access for bicycles with cycling paths, street crossings
- Prefer SINGLE FAMILY, less density
- A mix of housing types, whether affordable or not
- Site cannot solve the housing problem in California
- 3 stories acceptable towards the interior of the site (up to 35 ft. with setbacks and/or gables towards the top)
- No affordable Housing
- Want an appropriate 'architectural look' NOT like Crossings – don't want boring, monolithic, gray cinderblock architecture
- Same lot-sizes as existing, with back yards
- Keep TREES
- Heights should be lower along the entire periphery of the site, including behind Aldean Avenue
- Parks – should be 'big and usable - sized to a particular sport rather than sized arbitrarily
- Use linear park as a buffer between new and existing development
- Preserve existing trees – there are some beautiful redwoods on the site. Plant the trees in the new parks
- Put highest densities in the middle of the site, and shelter with parks and trees
- Make whole site a park
- Caltrain parking required
- Reuse the building/complex that we have already got? Perhaps it can be used as professional space
- NO – grocery store
- Could be a high-tech incubator, given the Silicon Valley location
- Could be a wildlife rescue center
- Could have a post office

- Concern that no amount of parking would ever be adequate
- Should have all of this meeting material online
- This meeting is too rushed – people need time to digest the material.  
Would like more meetings.
- What is Palo Alto's influence?
- Question about the relevance of the meeting feedback and how it will be used

Table 7:

- Keep curved access road – curved access is less inviting for cut-through traffic
- Encourage Pedestrian and Bike use in the new neighborhood

#### Land Use:

- Keep similar land uses as existing, or have Single Family Homes
- There should be an impact study on the effect of different land uses on the property values
- The architecture shown in the presentation doesn't fit with the neighborhood's Eichler and Macay homes
- Don't want "cookie-cutter" design, glued-on trim, etc. – want actual architecture
- Green Building Design
- Variety in housing design
- More parks are good
- Keep all the TREES as much as possible
- Pool not of interest if existing neighborhood can't use it
- Concern about developer being able to "buy down the park requirement", and whether the fee is appropriate for the value of the landscaping and open space
- No big-box retail, maybe daycare OK
- Shade required for parks, parking areas.

Table 6:

- There is a girls' middle school in the area looking for a site. Perhaps the site should be used for a new girls' middle school
- Concern about heights of houses
- What about more parking requirements?
- Underpass access needed to train to relieve congestion
- Drop-by traffic for Caltrain Station – needs resolution
- 800 homes would correspond to 1600 cars – this is too much

- Concern about heights of houses bordering existing neighborhood
- Safe bike access to Palo Alto desirable
- Curved access to Whitney Drive Preferred. Concern straight alignment would invite same problems as on Thompson Avenue
- Visitor parking required, especially for parks
- Monta Loma currently is built at 6 units/acre. Concern that additional density would mean more cars and additional impacts on schools
- Would forego parks for lower densities
- Housing should be for workers who work in Mountain View
- Lower densities preferred
- Should decide what types of people we would like living here, and find ways to encourage that through the types of housing built
- Don't think retail will work
- Concern for cut-through traffic
- Other potential land uses: day care , preschool, office, or high-end retirement
- Community facility
- Should think about the long term (i.e., next 50 years). This is the third time this site has changed use in 50 years, so thought should be given to finding a use that will stay
- Keep TREES
- How about reusing existing complex for medical offices or a school?
- Or create a new destination for the mass transit such as a museum
- How does it work with subsidized housing, BMR, etc? Would like to have explanation of how these work.
- No more than 2 -stories along Diablo and Aldean Avenues
- Park sizes are too big - will attract users from all over, creating parking problems
- Buffer parks - where the two neighborhoods can come together
- Distinguish between private space, semi-private space and public space
- Publish groups' comments
- "Put Plans and Comments on WEBSITE"

# **Summary of Feedback Matrix**

Mayfield/HP Meeting

September 20, 2004

Total number of participants ~ 85; Groups = 8

## **1. STREET SYSTEM**

- 76% of the people want to maintain the access roads to the neighborhood.
- 82% of the people feel that traffic calming devices should be incorporated.
- 51% want the buffer between the new development and the existing homes should be Single-family homes and not a new/existing road.
- 67% of the people want the existing curve of the San Antonio-Nita Avenue intersection to be maintained.

## **2. PUBLIC PARKS**

- 53% of the people prefer smaller parks to one very large park.
- 41% of the people prefer Informal playgrounds and community activities on the parks (gardens with trees, landscaping, water features, picnic facilities) instead of dedicated sports fields; 15% want tot-lots for the smaller parks.
- 16% of the people mentioned that they want the existing mature trees on the site to be preserved.

## **3. UNIT TYPES ADJACENT TO EXISTING SINGLE-FAMILY**

- 87% of the people want Single-family, Single story houses like those on Diablo and Betlo to be adjacent to the existing Single-family edges of the site.
- 26% of the people would accept 2-story houses with greater rear-setbacks to be adjacent to the existing single-family.

#### **4. UNIT TYPES AND DENSITIES ELSEWHERE ON SITE**

##### **Zone 1: Close to San Antonio Road/ Central Expressway/ Caltrain Station**

- 61% feel that 1 to 2 story single-family homes are most appropriate.
- 55% feel that 2 to 3 story townhouses are also acceptable.
- 21% feel that 3 to 5 story condominiums and/or row houses are also acceptable.

##### **Zone 2: Transition Zone**

- 76% feel that 1 to 2 story single-family homes are most appropriate.
- 46% feel that 2 to 3 story townhouses are also acceptable.
- 3 to 5 story condominiums or row houses are acceptable to only 7%.

##### **Zone 3: Edge close to existing neighborhood**

- 98% feel that 1 to 2 story single-family homes are most appropriate.
- 2 to 3 story townhouses are acceptable to only 7%.
- 3 to 5 story condominiums or row houses are acceptable to none.

For raw data, see Group Feedback Matrix

SUMMARY OF COMMENTS  
FROM 8 GROUPS  
Mayfield/HP Meeting  
September 20, 2004

Total number of participants ~ 85

## 1. STREET SYSTEM

Need more information to understand impacts of various proposals (4 groups)

### Access Points

- Access points to existing neighborhood should be kept open (65 people; mentioned by all groups)
- Access points to existing neighborhood should be closed for through traffic, except for fire-trucks, as this would cause only minor inconvenience to existing neighbors (16 people, 7 groups)

### Traffic Calming

- Traffic-calming devices such as the one-way loop at Mayfield Avenue, traffic circles, speed humps, etc. should be incorporated. (70 people, all groups)
- Traffic Calming devices that do NOT antagonize people should be employed; Speed bumps could be used according to 3 groups and should be avoided according to 3 groups. Traffic circles are preferred by 3 groups but discouraged by 2 groups
- Concern about increased traffic on and off-peak hours on existing roads (especially Nita Ave.) if high-density development occurs (all groups)
- One-way loop around park would be dangerous for kids (2 groups)
- Provide more details about traffic calming devices (1 group)
- On-street parking for parks, etc. should not double up for Caltrain-station parking (1 group)

### Roads as buffer

- Roads could be used as buffer between existing neighborhood and new development (18 people, all groups)
- Other land uses such as single family homes, with a backyard to backyard alignment, is preferred as a buffer to the neighborhood (43 people, all groups)
- Provide data on increased traffic and parking requirement on various streets with different proposed housing densities (3 groups)

- Do not segregate new neighbors, just provide adequate parking, esp. for guests (2 groups)

#### Street Curve at Nita Avenue/ San Antonio merge

- Prefer curvilinear, meandering of existing street (57 people, all groups)
- Curve at the Nita/San Antonio merge is a traffic calming device, also required for smooth merging of traffic from San Antonio (4 groups)
- If Whitney/Nita Ave. be straightened, a traffic-light intersection at San Antonio and appropriate traffic calming devices should be provided (2 groups)
- Keep trees on Whitney drive with existing alignment (1 group)

## **2. PUBLIC PARKS**

#### Size and Activities/Uses

- Medium-large parks with informal playgrounds (without dedicated sports fields) or Community gardens with trees, landscaping elements, water features, picnic facilities preferred by 35 people (all groups)
- One large park with soccer/baseball fields preferred by 11 people, with adequate parking provision (mentioned in 6 groups)
- Small parks with tot-lots etc. preferred by 13 people (5 groups)
- Dog parks (4 people, mentioned in 3 groups)
- Large parks have noise, traffic and parking impacts (7 groups)
- Parks should be readily accessible to Monta Loma residents; Neighbors should get preference for park events over organized sports events for outsiders (6 groups)
- Pool complex should be open for membership (1 group)
- Transition or linear park as a buffer preferred by some (3 groups) if tree-lined, providing shade to existing neighborhood; and not preferred by some (2 groups) for noise and usage concerns
- Maintain existing trees, provide more trees/green belts (3 groups)
- Provide higher Park-to-Units ratio (2 groups)
- Could forego park for lower density (1 group)

#### Location

- Parks located on major access roads, within walking distance from existing neighborhood preferred by 54 people (8 groups)
- Parks located immediately adjacent to existing homes preferred by 12 people (5 groups)
- Parks should be adjacent to main streets for easy access, otherwise it is a patrolling concern; also should not be 'private' to new development (4 groups)



### Existing / New Trees

- All existing redwoods and mature trees should be maintained (14 people, 5 groups)

## **2. UNIT TYPES ADJACENT TO EXISTING SINGLE-FAMILY**

### Heights and Setbacks

- Single family Single Story houses like those existing on Diablo and Betlo are preferred by 74 people (all groups)
- Two-story houses with greater setbacks preferred by 22 people, as long as appropriate sight-lines are worked out (all groups)
- Two to three-story row-houses with even greater setbacks (access drive and landscape buffer) were mentioned by 2 people (2 groups)

### Architecture

- Want conforming building style with the area; Matching, integrated, fit in with Eichlers and Macays; Similar look & feel, scale, design, lots & setbacks (5 groups)

## **4. UNIT TYPES AND DENSITIES ELSEWHERE ON SITE**

### **Zone 1: Close to San Antonio Road/ Central Expressway/ Caltrain Station**

- Single-family - one to two stories preferred by 52 people (all groups)
- Townhouses/rowhouses – two to three stories – gets cars off the street, more setback, smaller footprint, better design than existing units – preferred by 47 people (8 groups)
- Condos and/or rowhouses – three to five stories preferred by 18 people (7 groups)
- Specific concerns of residents along Nita, Betlo, Aldean and Diablo should be addressed

### **Zone 2: Transition Zone**

- Single-family - one to two stories preferred by 65 people (all groups)
- Townhouses/rowhouses – two to three stories preferred by 39 people (all groups)
- Condos and/or rowhouses was mentioned by one person (1 group)

### **Zone 3: Edge close to existing neighborhood**

- Single-family - one to two stories preferred by 83 people (all groups)
- Townhouses/rowhouses – two to three stories preferred by 6 people (3 groups)
- Condos and/or rowhouses – three to five stories preferred by none

### **Other concerns:**

- Concern about density-traffic relation – more units, more traffic and parking requirements (all groups)
- Is the density negotiable? Neighborhood cannot absorb 600-800 units - property values, character, traffic, parking concerns (6 groups)
- Affordability of Housing – need to provide affordable, high density housing for all ages, close to public transit – but towards the peripheries of the neighborhood (6 groups)
- Why not Commercial – can control traffic through neighborhood (6 groups)
- Why not mixed use – need mix of housing and commercial uses/amenities to provide transit oriented development (2 groups)
- 3-4 story buildings next to train station/major roads could be noise buffer to existing neighborhood (2 groups)
- Housing brings no revenue, net drain on community resources (2 groups)
- High density condos preferred, if owner-occupied (2 groups)
- Nothing taller than sight line of current HP building (1 group)
- Not another Crossings (2 groups)
- What is the price-range for the units? (1 group)

# Questions/Answers

November 10, 2004

## Questions from Monta Loma Neighborhood

October 15, 2004/Updated November 10, 2004

The following list of questions was sent to Councilmembers, Council candidates and staff in an October 3, 2004 e-mail. Staff has re-organized the questions so that questions which can be answered at this time are listed first, and those that can likely be answered later as part of the process are listed next.

1. What is Mountain View's ABAG housing quota? Are we meeting it currently? What about other nearby cities, and what are they doing?

ABAG has assigned 3,432 housing units to the City of Mountain View as its fair share of the regional housing need. As of January 1, 2004, which is 4 years into the 6-1/2 year term of the Housing Element, there have been 1,187 housing units built, which is about 35 percent of the goal. Adding another 308 housing units under construction or approved, the City has reached 44 percent of the goal.

Other nearby cities have different housing targets as assigned by ABAG. Information on how they are doing is not readily available.

2. Is affordable housing possible on this site? We note that Toll Bro's has said that they are proposing "luxury" housing and to pay in lieu fees instead of building affordable housing units.

There is a City requirement that new residential development comply with the City's below-market-rate (BMR) program. The BMR ordinance requires that 10 percent of the housing units be sold at affordable prices to households earning 80 to 100 percent of the median household income for Santa Clara County. Alternatively, the developer may be able to pay in lieu fees if the houses are likely to be priced at more than \$400,000. Payment of in lieu fees is at the discretion of the City Council.

3. Why does it appear that the City is pushing so hard for high density housing on this site? Or Who/what organizations are pushing for housing, especially high density housing on this site and why?

Policy direction for re-use of the Mayfield site is contained in the City's Housing Element which was adopted in December 2002. Action 1.d says: "Revise the Mayfield Mall Precise Plan to allow for housing and other uses if redevelopment is initiated by the property owner." In June, the City Council authorized staff to begin processing Toll Brothers' application for General Plan and Precise Plan/zoning amendments that would allow housing. There has been no decision about either the density or the zoning.

4. What is the track record of recent developments of this type of housing in and around our neighborhood?

Generally, it has been well received.

5. How can we make sure that in lieu fees for open space don't happen in this development and given that The Crossings Development in lieu fees did not go to benefit the resident's of The Crossings development what can be done to recapture those fees and contribute to extra open space park area at Mayfield/HP?

All the site plans that have been presented at the community meetings have assumed parkland will be dedicated and included in the project. Whether any in lieu fees will be accepted will be determined by the City Council through a public process. Some funds may be needed to develop the new public park(s) as has been the case elsewhere.

Regarding in lieu fees from the Crossings, the City Council adopted a policy in 1997 that gives priority to spending park in lieu fees in the Planning Area in which they were collected. If it were possible to "recapture" any in lieu fees from the Crossings, the Council policy would give priority to spending the in lieu fees in the San Antonio Planning Area. The Mayfield site is in the Thompson Planning Area.

6. What's going on with the "wealthy" areas of Mountain View? How come there is so little density there? Why did the in lieu fees from The Crossings development go to the Cuesta Park Annex?

The basic land use pattern in Mountain View (types of uses, densities) was established in the 1950s and 1960s, which was the period of the City's greatest growth. The Council has been open to considering sites for new housing throughout the City.

~~Staff is still researching the history of in lieu fees from the Crossings.~~

See attached update.

7. What specific things can be done to help avoid problems with property values, crime, schools, traffic, parking, pollution, privacy, and noise?
8. What specific things can be done to help avoid problems with traffic, parking, privacy, views and noise?

Most of these subjects will be addressed in the Environmental Impact Report (EIR) which will look at impacts from these "problems" and the specific things that can be done to avoid them (mitigation measures). Staff has already obtained a lot of valuable input from neighborhood residents on the nature of the problems. In addition, some issues, like privacy, will be addressed in

developing site plans. Preparation of the EIR is expected to begin in about January.

9. Is there any chance of turning the whole thing into a park?

There are no funds available for this purpose.

10. Should we consider mixed-use? Is it true, as old-timers say, that retail has little hope of succeeding there and why do you believe this?

Mixed use has not been eliminated as a possibility. However, the neighborhood did not express strong support for retail uses in the first community meetings.

11. Are we getting due process to date? What is due process? Some claim that we are not (no public interest hearing on zoning), while others claim that this site is getting more public input than any other site. What is the truth?

The City Council has adopted a work program for processing this development application in accord with all legal requirements. We are currently in the information gathering phase using community meetings to get up-front public input. This is a step not usually included in the review of most development applications. No decisions on the rezoning or density or the development have been made or will be made until later. The process includes a public hearing on rezoning (adoption of Precise Plan amendments). The work program, and a flow chart showing the process, have been posted on the City's web site (see Mayfield).

12. Is there an established need for this luxury, medium density housing in Mountain View?

A wide variety of housing is on the market in Mountain View.

13. What is the net drain/gain on city finances, both short-term and long-term of low density housing, medium density housing, high density housing, and commercial use?

14. What is the net drain on city finances of this type of development, both short-term and long-term?

This information is not available and the City Council has not included it in the work program at this time.

15. How much will this affect property values, and which properties will be most affected and what is your reasoning for this?

~~This information is not available. Toll Brothers has commissioned a study by an economic consultant on this issue and staff has not finished reviewing it.~~

See attached update.

Update  
November 10, 2004

Answer to Question No. 6: Why did the in lieu fees from The Crossings development go to the Cuesta Park Annex?

In the initial response to this question, staff said it was still researching the history of in lieu fees from the Crossings. Here are the results of the research:

The fees from the Crossings were collected between December, 1994 and June, 1997 (the project was approved in stages). Of the amount collected, \$226,599 went to the Capital Improvement Program Reserve for Cuesta Park Annex, and the balance, \$425,180 were used for various park projects in the San Antonio Planning Area, including Rengstorff Park barbecue renovation and basketball court improvements, other Rengstorff park improvements and the Capital Improvement Project account set up for replacement of the Community Center. Since then, the Council has put the Community Center on hold and has assigned the funds to the replacement senior center.

In 1997, the City Council adopted the current policy which is that first priority for expenditure of park dedication in lieu fees is for park needs within the planning area in which the fees are collected. The Crossings is in the San Antonio Planning Area. As explained earlier, the Mayfield site is in the Thompson Planning Area. Use of any park in lieu fees collected from new development in that area must comply with the current policy.

Revised Answer to Question No. 15: How much will this affect property values, and which properties will be most affected and what is your reasoning for this?

A Property Values Report was commissioned by Toll Brothers from Strategic Economics, Inc., a Bay Area firm. The report was released by Toll Brothers in September, but the City did not immediately post it on its web site because staff felt it would be more meaningful with additional information. The City's concern was that, while the report provides information about property values in the areas immediately adjacent to the properties that were studied, it does not provide information about property values citywide. City staff felt that citywide property value changes would be useful information for making comparisons to better understand the data in the report. However, after the City received requests for the report, it was posted on the City's Mayfield web site.

CITY OF MOUNTAIN VIEW  
MEMORANDUM

DATE: October 29, 2004

TO: Kevin Duggan, City Manager

FROM: Linnie Melena, Senior Planner

SUBJECT: ABAG Housing Allocation

---

This is in response to the question from a member of the public at the Council meeting on October 26th that the City of Mountain View about whether the City challenged the Association of Bay Area Government's (ABAG) housing needs allocation for the current Housing Element which covers 1999-2006.

Staff did challenge the ABAG allocation. However, challenges are a two-step process: 1) letter from the City to ABAG with information and challenge, and 2) actual appeal to the ABAG Board. As explained below, the City of Mountain View did not go to the second step and only the cities that went to the second step were reported on the ABAG web site. Of the approximately 10 cities that did appeal their allocations (at the board level), no reductions to their allocations were granted. The City of Richmond was one city that appealed the numbers and the only modification the board made was to shift some of the categories.

In a letter of July 21, 2000, to ABAG staff member Alex Amoroso, staff laid out five concerns and questions about Mountain View's allocation. They included: accuracy of ABAG's "Projections 2000" (local market conditions), the 1999 household estimate, weighting factors, income allocation and appeal criteria. On August 14, the City received responses to these questions defending the ABAG methodology. According to a report to the Planning Commission on October 18, 2000, staff concluded that "documenting a challenge to either the 1999 calculation of vacancy rates or whether "households" and "occupied housing units" are truly the same would be extremely difficult. In addition, we feel that the numerical change that could result from either change would only be about 1-2 percent of our current allocation, so not very significant even if successful." Since the appeal seemed to have little chance of succeeding, staff recommended that the City accept the ABAG housing allocation.

In addition, staff has contested an assessment by the Bay Area Council in its "First Annual Bay Area Housing Profile" that the City was not meeting its "fair share" housing needs allocation. In a January 23, 2004, letter to the Bay Area Council, staff listed the City's issues with the assessment, including the source of its data on housing units completed and Mountain View's overall housing production record. As a result, the Bay Area Council is now working with staff to make sure they accurately report out housing production data.